



Yankee Air Museum Training Manual

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TRAINING MANUAL

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Chapter 1 - GENERAL

A. TRAINING MANUAL

This manual has been prepared for the use and guidance of YAM members engaged in flight training activities. It contains information necessary to comply with the provisions of FARs, FAA exemption guidelines, LOA operations and other regulations concerning flight crew training. If any information in these manual conflicts with any FAR, the FAR will govern. It is the responsibility of the individual to whom the manual is issued to insert revisions when received and maintain the manual in a current condition.

B. TRAINING OBJECTIVES

The objectives of this training program are to:

1. Promote safety and standardization.
2. Ensure compliance with FAR'S, FAA Exemptions, and LOA's
3. Provide a reference for Instructors.

C. METHODS OF ACCOMPLISHMENT

Any of the following instructional delivery methods may be used as appropriate to meet specific requirements:

1. Classroom lectures, demonstrations, discussions, and drills.
2. Audio-visual aids, charts, diagrams, handout copies of data etc.
3. Written and oral tests.
4. Flight training in aircraft.
5. Proficiency Checks.

D. GENERAL POLICIES

Adherence to prescribed training is mandatory, but individual initiative by both instructors and students is encouraged to increase the effectiveness of all training. The training process should involve both learning and evaluation. Instructors should demonstrate and encourage a positive learning attitude, as well as insisting upon the maintenance of proficiency and high standards. Early identification of deficiencies or attitude problems should be brought to the attention of the Chief Pilot. A reasonable amount of additional training or counseling may be given, provided the deficiency is not due to personal negligence or laxity. Final decision for continued training or elimination from training is the responsibility of the Chief Pilot. All required training must be completed prior to assignment for line operations.

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Chapter 1 - GENERAL

E. DEFINITIONS

The following terms used in this manual are defined as follows:

1. Training Program: A system of instruction, which includes curriculums, facilities, instructors, courseware, instructional delivery methods, and testing, and checking procedures. This system must satisfy the training program requirements of the FAR's and FAA Exemptions and ensure that each crewmember remains adequately trained for each aircraft and duty position, in which the person serves.
2. Categories of Training: Courses of training which provide the necessary training and checking or testing for various types of crewmembers. Each category of training consists of one or more curriculums. Listed in section "F".
3. Curriculum: A complete training agenda specific to an aircraft type and a crewmember. Each curriculum consists of several curriculum segments.
4. Curriculum Segment: An integral phase of a curriculum, which can be separately evaluated and individually approved, but by itself does not qualify a person for a crewmember or cabin crewmember. Each curriculum segment consists of one or more training modules.
5. Training Module: An integral part of a curriculum segment, which contains descriptive information, elements, or events, which relate to a specific subject. For example, a ground training curriculum segment must have training modules (composed of "elements") pertaining to aircraft systems (hydraulic, pneumatic, electrical, etc.). As another example, a flight training curriculum segment must have training modules (composed of "events") pertaining to normal, abnormal, and emergency procedures. A training module includes the outline, appropriate courseware, and the instructional delivery methods. It is usually completed in a single training session.
6. Element: An integral part of a training, checking, or qualification module that is not task-oriented but subject oriented. For example, an "electrical power" ground training module may include such elements as a DC power system, an AC power system, and circuit protection.
7. Event: An integral part of training, checking, or qualification module which is task-oriented and requires the use of a specific procedure or procedures. A training event provides a student an opportunity for instruction, demonstration, and/or practice using specific procedures. A checking or qualification event provides an evaluator the opportunity to evaluate a student's ability to correctly accomplish a specific task without instruction or supervision.

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E. DEFINITIONS (cont.)

8. Courseware: Instructional material developed for each curriculum. This is information in lesson plans, instructor guides, computer software programs, audio-visual programs, workbooks, aircraft operating manuals, and handouts. Courseware must accurately reflect curriculum requirements, be effectively organized, and properly integrate with instructional delivery methods.
9. Instructional Delivery Methods: Methodology for conveying information to a student. For example, this may include lectures, demonstrations, audiovisual presentations, and home study assignments, workshops, and drills. Training devices, and aircraft also considered instructional delivery methods.
10. Testing and Checking: Methods for evaluating students as they demonstrate a required level of knowledge in a subject, and when appropriate apply the knowledge and skills learned in instructional situations to practical situations.
11. Training Hours: The total amount of time necessary to complete the training required by a curriculum segment. This must provide an opportunity for instruction, demonstration, practice, and testing, as appropriate.
12. Programmed Hours: Programmed hours are specified in each curriculum outlines in terms of training hours.
13. Duty Position: The functional or operating position of a crewmember, duty positions are Pilot-In-Command (PIC), Second-In-Command (SIC) and Cabin Crew Member (CC)
14. Training/Checking Month: The calendar month during which a crewmember or flight follower is due to receive required recurrent training, a required flight check, a required competency check, or required operating familiarization. Calendar month means the first day through the last day of a particular month.
15. Eligibility Period: Three calendar months (the calendar month before the training/checking month", the "training/checking month", and the calendar month after the "training/checking month"). During this period a crewmember or flight follower must receive recurrent training, a flight check, or a competency check, to remain in a qualified status. Training or checking completed during the eligibility period is completed during the "training/checking month".

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Chapter 1 - GENERAL

F. CATEGORIES OF TRAINING

There are four categories of training

1. Initial Training: This training category is for new YAM members who have not had previous experience with the operator (new aircrew member). It also applies to YAM members who have not previously held a crewmember position in the YAM. Initial new-aircrew member training includes basic guidance training and training for a specific duty position and aircraft type. The training for a specific duty position and aircraft type is equivalent to "initial equipment training". Since initial new-aircrew member training is usually the member's first exposure to specific YAM methods, systems, and procedures, it must be the most comprehensive of the four categories of training. For this reason, initial new-aircrew member training is a distinct separate category of training and should not be confused with initial equipment training, which is a separate category of training.
2. Initial Equipment Training: This category of training is for members who have been previously trained and qualified for an aircrew position by the YAM (not new-aircrew member) in another type of airplane
3. Upgrade Training: This category of training is for a member who has been previously trained and qualified as second-in-command by the YAM and is being assigned as pilot-in-command to the same aircraft type for which the member was previously trained and qualified.
4. Recurrent Training: This category of training is for a member who has been trained and qualified by the YAM, who will continue to serve in the same duty position and aircraft type, who must receive recurring training.

G. TRAINING CERTIFICATION

Each training instructor shall certify the subjects and classroom, or flight time devoted to the training that he/she conducts, as well as the knowledge, or proficiency, of each student. That certification shall be retained in YAM records. Copies of training records will be provided to the FAA upon request or to the individual upon completion of a training phase if requested. Individuals will establish a base month for their training, with reference to their initial YAM training.

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Chapter 1 - GENERAL

H. INSTRUCTORS

All YAM instructors must be qualified in accordance with YAM policies and approved by the YAM Director of Flight Operations. The Director of Training Office will maintain records showing this qualification and YAM designation.

I. TRAINING FACILITIES

The YAM classroom at Belleville, MI shall be used for ground training to the maximum extent practical. Additional classrooms may be rented when necessary. Audio - Visual training aids, reference materials and current publications will be maintained by the YAM to support the approved training courses.

J. COURSEWARE

Ground training segments will utilize:

Video tapes,
Computer Generated Training Programs
Actual aircraft

The Yankee Air Museum. Flight Operations Manual, SMS Manuals, Training Manual, Aircraft Operations Manuals, will be utilized as the primary references. Additional training aids such as extracts of FAR'S AND FAA Exemptions, AFM, Weight & Balance forms, aircraft data sheets and similar material may be used as handout items where appropriate.

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Chapter 2 - GROUND TRAINING SEGMENTS

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Chapter 2 - GROUND TRAINING SEGMENTS

A. GROUND TRAINING POLICIES

The signature of an instructor on an appropriate form will indicate the successful completion of a particular ground training subject or course. The signing of such a document shall certify as to

The proficiency and knowledge of the individual trainee upon completion of the specified training.

Grading standards for ground training are as follows:

1. Numerical Grade..... Pass/Fail
Completion of written test corrected to 100%
2. Satisfactory S
on courses where written tests are not practical (e.g., emergency drills) a grade of S indicates that the instructor determined that the trainee demonstrated a satisfactory comprehension and mastery of the subject matter involved.
3. Unsatisfactory U
indicates that the trainee did not demonstrate adequate knowledge or comprehension
Or did not achieve a grade of 80% correct. Training must be repeated before a grade of satisfactory can be achieved.
4. Incomplete I
indicate that the trainee did not complete the required course, but that progress was satisfactory to that point. Training need not be repeated but only continued from the point at which training stopped.
5. When there is No Set time Required (NSR) for a particular element, NSR will be noted as the time requirement. This will allow flexibility in teaching elements within a Curriculum Segment.

Ground school instructors will document class attendance on required forms found in this manual.

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Chapter 2 - GROUND TRAINING SEGMENTS

B. FLIGHT CREWMEMBER BASIC INFORMATION INITIAL

Hours 6.0

OBJECTIVE:

To have students understand YAF policies, procedures and means of compliance with the Federal Aviation Regulations while engaged in the business of flying YAF aircraft.

1. BASIC OPERATIONS GUIDENCE Hours 4.0
 - a. Duties and Responsibilities Hours NSR
 1. Overview General Operations Manual
 2. Company history, organization, and management structure.
 3. Operational concepts, policies, and kind of operation.
 4. Flex ride exemptions, LOAs, Airshow Waivers, and local rules
 - b. Appropriate Provisions of the Federal Aviation Regulations Hours NSR
 1. Flight crewmember certification, training, and qualification requirements.
 2. Operational rules in Parts 1 (Definitions)
 3. Part 61,
 4. Part 91,
 5. Part 91 Subpart F
 6. Regulatory requirements for company manuals
 7. NTSB 830.
 - c. Airspace and ATC Procedures Hours. NSR
 1. Description of airspace.
 2. Airspace Regulations
 3. Uncontrolled Airspace and Airfield Operations. Hours 1.0
 - d. Training Requirements Hours NSR
 1. Training Manual
 2. Training Records
 3. Ground Training
 4. Flight Training
 5. Instructor Training

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Chapter 2 - GROUND TRAINING SEGMENTS

2. CRM	Hours NSR
a. Communications	
b. Barriers	
c. Assertive Communication	
d. Trail Balloons, Hints, and Hope	
e. Treat and Error Management	
f. Role of Pilot Monitoring	
3. SMS	Hours NSR
a. Role of SMS and Safety Culture	
b. How SMS works	
c. Safety Committee	
d. FIR/HIR reports	
e. Emergency Response	
C. FLIGHT CREWMEMBER BASIC RECURRENT	Hours 1.0

OBJECTIVE

To have students understand YAF policies, procedures and means of compliance with the Federal Aviation Regulations while engaged in the business of flying YAF aircraft.

1. OPERATOR SPECIFIC TRAINING

a. Duties and Responsibilities	Hours NSR
1. Overview General Operations Manual	
2. Company history, organization, and management structure.	
3. Operational concepts, policies, and kind of operation.	
4. Flex ride exemptions, LOAs, Airshow Waivers, and local rules	
5. NTSB 830 Reporting	
b. CRM	Hours NSR
1. Communications, Barriers, Assertive Communication	
2. Treat and Error Management	
c. SMS	Hours NSR
1. Role of SMS and Safety Culture	
2. Review FIR/HIR reports from last year	
3. Emergency Response	

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Chapter 2 - GROUND TRAINING SEGMENTS

D. EMERGENCY SITUATION TRAINING AND DRILLS, INITIAL Hours 1

OBJECTIVE

To provide adequate emergency training for flight crewmembers on the various types of emergencies, their duties, responsibilities, and coordination procedures.

1. GENERAL SITUATION TRAINING Hours NSR

- a. Flight Crewmember Duties and Responsibilities
- b. Company Communication
- c. Aircraft Fires
- d. Protective Breathing Equipment
- e. Ground Evacuation
- f. Illness, Injury and Basic First Aid
- g. First Aid Equipment
- h. Crewmember or passenger Incapacitation
- i. Hijacking and Other Unusual Situations

2. EMERGENCY DRILL TRAINING Hours NSR

- a. Hand-Held Fire Extinguishers
- b. Protective Breathing Equipment
- c. Emergency Exits
- d. Students will be required to demonstrate satisfactory knowledge of the location, function, and operation of emergency equipment and to practice actual use of such equipment as applicable.

D. GENERAL EMERGENCY TRAINING AND DRILLS, RECURRENT Hours 1.0

OBJECTIVE

To provide refresher training and maintain currency on Emergency Equipment and Procedures for flight crewmembers during Recurrent and Upgrade training.

This segment is the same as for General Emergency Training and Drills, Initial, except that the training hours are reduced by one half.

Emergency drills with hands-on operation of the equipment are required for all flight crewmembers annually.

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Chapter 3 – INSTRUCTOR CURRICULUM SEGMENTS

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Chapter 3 – INSTRUCTOR CURRICULUM SEGMENTS

A. APPLICABILITY

The YAM training program mandates the training specified in these special curriculum segments. It is not a universal requirement for all crewmembers. The requirement for each special segment is stated therein, along with an outline of ground and flight training phases. The qualification requirements are also included.

B. AIRCRAFT INSTRUCTOR

Required for all YAM flight crewmembers selected for Instructor duties.

OBJECTIVE:

To qualify a crewmember to give instruction as an authorized YAM Aircraft Instructor

1. Ground Training Phase
 1. Fundamentals of Instruction Hours 1.0
(Not required for the holder of a current flight instructor certificate)
 2. Instructor Pilot Duties Techniques and Standards for conducting Aircraft Instruction Hours NSR
 3. FAR and Documentation Requirements Hours NSR
2. Flight Training Phase*
 1. Train to proficiency in both left and right seats as Required
 2. Instructor Techniques as Required
 3. Observe an instruction given session as Required
3. Qualification Requirement*

Satisfactory conduct of an instructional flight while observed by
Chief Pilot for the aircraft 1 Flight

*Not required for Instructor Pilots holding FAA designation as DPE or PPE

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Chapter 4 C-47 TRAINING CURRICULUMS

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Chapter 4 C-47 TRAINING CURRICULUMS

A. INTRODUCTION

The curriculum of instruction for each category of training, type of aircraft, and crew position is listed in this chapter for all flight crewmembers employed by or volunteer for the Yankee Air Museum

The prerequisites and objectives for each curriculum are specified. The required training segments, training hours, and qualification requirements are listed. Detailed outlines of each training segment are found in Chapters 5 and 6.

B. INITIAL TRAINING

1. C-47

a. PIC Curriculum

Prerequisites: Second Class Medical Certificate.

Airline Transport Rating-Airplane Multi Engine Land,

Objective: To qualify new pilots for duty as PIC on C-47 aircraft in accordance with the YAM Training Manual

Segment	Hours
Basic Operations Guidance	4
C-47 Ground Training, Initial	8
General Emergency Training & Drills, Initial	2
CRM	1
SMS	1
Aircraft Flight Training	1 ¹
Qualification Requirement	FAA Type Rating & Proficiency Check
Operating Experience	as Required

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than programmed hours.

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Chapter 4 C-47 TRAINING CURRICULUMS

b. SIC Curriculum

Prerequisites: FAA Medical Certificate, Second Class, Commercial Pilot Certificate - Airplane, Multi Engine-Land, With Instrument rating.

Objective: To qualify new-hire pilots for duty as SIC on C-47 aircraft in accordance with the YAM Training Manual

Segment	Hours
Basic Operations Guidance	4
C-47 Ground Training, Initial	8
General Emergency Training & Drills, Initial	2
CRM	1
SMS	1
Aircraft Flight Training	12
Qualification Requirement	Satisfactory Sign Off by Instructor
Operating Experience	As Required

C. INITIAL EQUIPMENT TRAINING

1. C-47

a. PIC, SIC, Curriculum

Same as new-hire curriculum, except Basic, CRM, General Emergency and SMS is not required.

² Train to proficiency. Instructor may recommend trainee for check ride in less than programmed hours.

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Chapter 4 C-47 TRAINING CURRICULUMS

D. UPGRADE TRAINING

1. C-47

a. PIC Curriculum

Prerequisites: FAA Medical Certificate, Second Class, *Previous qualification by this Company as SIC on C-47 aircraft.

Objective: To qualify a pilot as PIC on C-47 aircraft in accordance with latest FAA 91.147 LOA

	Segment C-47 Ground Training	4 Hours
	Aircraft Flight Training	As Req
	Qualification Requirement	FAA Type Rating & Proficiency Check
	Operating Experience	As Required

F. RECURRENT TRAINING

1. C-47

a. PIC, SIC CC Curriculum

Prerequisites: Currently qualified in crew position.

Objective: To maintain currency in accordance with latest FAA 91.147 LOA

	Segment	Hours
	General subjects	NSR
	SMS	NSR
	CRM	NSR
	General Emergency Training & Drills, Recurrent	NSR
	C-47 Ground Training, Recurrent	4.0
	Aircraft Flight Training	13
	Qualification Requirement YAM Proficiency Check	

*" May be waived for exceptionally qualified pilots as determined by DO and CP

³ Train to proficiency. Instructor may recommend trainee for check ride in less than programmed hours.

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Chapter 5 – C-47 GROUND TRAINING SEGMENTS

CHAPTER 5 - INDEX

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Chapter 5 – C-47 GROUND TRAINING SEGMENTS

A. C-47 GROUND TRAINING, INITIAL

HOURS 8

OBJECTIVE

To give students knowledge of C-47 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

- | | | |
|----|---------------------------------------|-----------|
| 1. | AIRCRAFT GENERAL | Hours NSR |
| | a. Exterior features | |
| | b. Operating Weights | |
| | c. Station layout and nomenclature | |
| | d. Aircraft certification | |
| 2. | COCKPIT ARRANGEMENT | Hours NSR |
| | a. General Layout | |
| | b. Pilot's seat and pedal adjustments | |
| | c. Primary flight controls | |
| | d. Secondary flight controls | |
| | e. Powerplant controls | |
| 3. | EQUIPMENT | Hours NSR |
| | a. Emergency equipment | |
| | b. Misc. electrical equipment | |
| | c. Spare equipment | |
| 4. | POWER PLANT | Hours NSR |
| | a. General description | |
| | b. Indication/instrumentation | |
| | c. Cowl flaps | |
| | d. Carburetion | |
| | e. Fuel primer | |
| | e. Starting ignition | |
| | f. Limitations | |
| 5. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |
| 6. | FUEL SYSTEM | Hours NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |

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Chapter 5 – C-47 GROUND TRAINING SEGMENTS

- d. Fuel servicing
 - e. System selection/management
 - f. Fuel transfer
 - g. Limitations
- 7. OIL SYSTEM Hours NSR
 - a. Supply/feed
 - b. Temperature control
 - c. Chip detection
 - d. Oil servicing
 - e. Limitations
- 8. HYDRAULIC SYSTEM Hours NSR
 - a. Supply
 - b. Automatic electric operation
 - c. Manual electric operation
 - d. Standby operation
 - e. Servicing
 - f. Limitations
- 9. LANDING GEAR, AND BRAKES Hours NSR
 - a. General
 - b. Main landing gear
 - c. Tail wheel gear
 - d. Brakes
 - e. Servicing
 - f. Standby hydraulic extension system
- 10. ELECTRICAL SYSTEM Hours NSR
 - a. General
 - b. Indication/control
 - c. Fuse and CB panel locations
 - d. DC system
 - e. External power
 - f. AC system
 - g. Limitations
- 11. VACUUM SYSTEM Hours NSR
 - a. General
 - b. Components
 - c. Selection
 - d. Indication
 - e. Limitations

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Chapter 5 – C-47 GROUND TRAINING SEGMENTS

12.	FLIGHT INSTRUMENTS	Hours NSR
	a. Pitot/Static System	
	b. Alternate Static System	
	c. Captain's/Co-pilot's Instrument Panels	
	d. Magnetic Compass	
13.	AVIONICS	Hours NSR
	a. General	
	b. Control	
	c. Audio	
	d. VHF Communication	
	e. Navigation	
	f. ELT	
14.	Navigation Instruments	Hours NSR
	a. ILS/VOR	
	b. GPS	
15.	All Weather/Anti-ice, De-ice systems	Hours NSR
	a. De-ice Boots	
	b. Prop Alcohol	
	c. Windshield Alcohol	
	d. Carb Heat	
	e. Carb Alcohol	
16.	Profiles	Hours NSR
17.	Checklist usage	Hours NSR
18.	Emergency Procedures	Hours NSR
19.	Current Issues and Concern	Hours NSR
20.	COURSE REVIEW AND TESTING	Hours NSR
B.	C-47 GROUND TRAINING, UPGRADE OBJECTIVE	HOURS 6.0

To give students moving from SIC to PIC position of C-47 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

1.	AIRCRAFT GENERAL	Hours NSR
	a. Exterior features	
	b. Operating Weights	
	c. Station layout and nomenclature	
	d. Aircraft certification	

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Chapter 5 – C-47 GROUND TRAINING SEGMENTS

- | | | |
|----|---------------------------------------|-----------|
| 2. | COCKPIT ARRANGEMENT | Hours NSR |
| | a. General Layout | |
| | b. Pilot's seat and pedal adjustments | |
| | c. Primary flight controls | |
| | d. Secondary flight controls | |
| | e. Powerplant controls | |
| 3. | EQUIPMENT | Hours NSR |
| | a. Emergency equipment | |
| | b. Misc. electrical equipment | |
| | c. Spare equipment | |
| 4. | POWER PLANT | Hours NSR |
| | a. General description | |
| | b. Indication/instrumentation | |
| | c. Cowl flaps | |
| | d. Carburetion | |
| | e. Fuel primer | |
| | f. Starting ignition | |
| | g. Limitations | |
| 5. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |
| 6. | FUEL SYSTEM | Hours NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |
| | d. Fuel servicing | |
| | e. System selection/management | |
| | f. Limitations | |
| 7. | OIL SYSTEM | Hours NSR |
| | a. Supply/feed | |
| | b. Temperature control | |
| | c. Chip detection | |
| | d. Oil servicing | |
| | e. Limitations | |

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|-----|---|-----------|
| 8. | HYDRAULIC SYSTEM | Hours NSR |
| | a. Supply | |
| | b. Automatic electric operation | |
| | c. Manual electric operation | |
| | d. Standby operation | |
| | e. Servicing | |
| | f. Limitations | |
| 9. | LANDING GEAR, AND BRAKES | Hours NSR |
| | a. Main landing gear | |
| | b. Tail wheel gear | |
| | c. Brakes | |
| | d. Servicing | |
| | e. Standby hydraulic extension system | |
| 10. | ELECTRICAL SYSTEM | Hours NSR |
| | a. Indication/control | |
| | b. Fuse panel locations | |
| | c. DC system | |
| | d. External power | |
| | e. AC system | |
| | f. Limitations | |
| 11. | VACUUM SYSTEM | Hours NSR |
| | b. Components | |
| | c. Selection | |
| | d. Indication | |
| | e. Limitations | |
| 12. | FLIGHT INSTRUMENTS | Hours NSR |
| | a. Pitot/Static System | |
| | b. Alternate Static System | |
| | c. Captain's/Co-pilot's Instrument Panels | |
| | d. Magnetic Compass | |
| 13. | AVIONICS/NAVIGATION | Hours NSR |
| | a. General | |
| | b. Control | |
| | c. Audio | |
| | d. VHF Communication | |
| | e. VOR/ILS | |
| | g. GPS | |

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Chapter 5 – C-47 GROUND TRAINING SEGMENTS

14.	All Weather/Anti-ice, De-ice systems	Hours NSR
	a. De-ice Boots	
	b. Prop Alcohol	
	c. Windshield Alcohol	
	d. Carb Heat	
	e. Carb Alcohol	
15.	Profiles	Hours NSR
16.	Checklist usage	Hours NSR
17.	Emergency Procedures	Hours NSR
18.	Current Issues and Concern	Hours NSR
19.	COURSE REVIEW, ORAL PREP AND TESTING	Hours NSR
C.	C-47 GROUND TRAINING, RECURRENT OBJECTIVE	Hours 4.0
	To give students annual refresher on C-47 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.	
1.	AIRCRAFT GENERAL/ EQUIPMENT	Hours NSR
	a. Exterior features	
	b. Operating Weights	
	c. Station layout and nomenclature	
	d. Aircraft certification	
	e. Emergency equipment	
	f. Misc. electrical equipment	
	g. Spare equipment	
2.	POWER PLANT/ OIL SYSTEM	Hours NSR
	a. General description	
	b. Indication/instrumentation	
	c. Cowl flaps	
	d. Carburetion	
	e. Fuel primer	
	f. Starting ignition	
	g. Limitations	
	h. oil Supply/feed	
	i. Temperature control	
	j. Chip detection	
	k. Oil servicing	
	l. Limitations	

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- | | | |
|----|--|-----------|
| 3. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |
| 4. | FUEL SYSTEM | Hours NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |
| | d. Fuel servicing | |
| | e. System selection/management | |
| | f. Limitations | |
| 5. | HYDRAULIC SYSTEM/ LANDING GEAR, AND BRAKES | Hours NSR |
| | a. Supply | |
| | b. Automatic electric operation | |
| | c. Manual electric operation | |
| | d. Standby operation | |
| | e. Servicing | |
| | f. Limitations. | Hours NSR |
| | g. Main landing gear | |
| | h. Tail wheel gear | |
| | i. Brakes | |
| | j. Servicing | |
| | k. Standby hydraulic extension system | |
| 6. | ELECTRICAL SYSTEM | Hours NSR |
| | a. General | |
| | b. Indication/control | |
| | c. Fuse and CB panel locations | |
| | d. DC system | |
| | e. External power | |
| | f. AC system | |
| | g. Limitations | |
| 7. | VACUUM SYSTEM/ FLIGHT INSTRUMENTS | Hours NSR |
| | a. General | |
| | b. Components | |
| | c. Selection | |
| | d. Indication | |
| | e. Limitations | |
| | f. Pitot/Static System | |

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- g. Alternate Static System
 - h. Captain's/Co-pilot's Instrument Panels
 - i. Magnetic Compass
- 14. AVIONICS/NAVIGATION Hours NSR
 - a. General
 - b. Control
 - c. Audio
 - d. VHF Communication
 - e. VOR/ILS
 - g. GPS
- 15. All Weather/Anti-ice, De-ice systems Hours NSR
 - a. De-ice Boots
 - b. Prop Alcohol
 - c. Windshield Alcohol
 - d. Carb Heat
 - e. Carb Alcohol
- 16. Profiles Hours NSR
- 17. Checklist usage Hours NSR
- 18. Emergency Procedures Hours NSR
- 19. Current issues and concerns Hours NSR
- 20. COURSE REVIEW AND TESTING Hours NSR

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Chapter 6 – C-47 FLIGHT TRAINING SEGMENTS

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Chapter 6 – C-47 FLIGHT TRAINING SEGMENTS

A. FLIGHT TRAINING POLICIES

Crewmembers will report at least one hour prior to or sooner to allow adequate briefing time for scheduled Instructors will spend at least one-half hour critiquing students after each of these periods.

Report times for training in an aircraft will be as notified

Only maneuvers specifically approved may be performed in the aircraft.

Prior to flight, command responsibility will be clearly delineated.

During flight training, vigilance will be maintained for conflicting traffic. Appropriate ground facilities will be monitored and kept informed of the flight.

At the completion of flight training, the check airman or instructor will forward the appropriate paperwork to be reviewed by the Director of Training, afterwards to be inserted into the individual's training file.

The grading criteria for flight training or checking will be as follows:

1. SatisfactoryS
Indicates that the performance of the trainee is proper, timely and safe and would meet or exceed standards for crewmembers acting in the same capacity.
2. UnsatisfactoryU
Indicates that the performance level of the trainee does not meet minimum standards for proper, timely or safe execution of the maneuver or procedure.
3. WaivedW
Indicates that the maneuver or procedure may be waived in accordance with FAR 135 and has not been accomplished.
4. Incomplete.....I
An incomplete indicates that the maneuver or procedure had been practiced in training, but that satisfactory performance has not yet been achieved.

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Chapter 6 – C-47 FLIGHT TRAINING SEGMENTS

B. C-47 FLIGHT TRAINING, INITIAL, PIC

Hours as Required

OBJECTIVE

To prepare a student for a DC-3 PIC type rating.

1. Aircraft Flight Training Two Periods
May must be conducted in the airplane. The items in the periods below are more than allotted hours per period so that the CLT (Cockpit Layout Training) instructor may choose maneuvers appropriate to the type of training equipment to be used. All maneuvers and procedures will be as specified in a C-47 Pilot Training and Qualification Manual.

2 CLT & PREBRIEFINGS from Left Seat

CLT Period No. 1

Hours NSR

1. Checkout of aircraft for CLT
2. Pre-briefing
3. Crew coordination
4. Use of checklist Procedures and format
5. Cockpit set up flows
6. Determination of Takeoff weight
7. GPU power use
8. Before starting engines checklist
9. Battery check
10. Inverter checks
11. Pitot heat check
12. Boost
13. Engine start
14. After start checklist
15. Gen loads
16. Amp Loads
17. Trim checks
18. Flap's check
19. Taxi check
20. Brake's check
21. Before takeoff checks
22. Crew briefing
23. Line up check
24. After takeoff checklist
25. Climb power settings

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Chapter 6 – C-47 FLIGHT TRAINING SEGMENTS

- 26. Cruise Checks
- 27. In Range checks
- 28. Before landing
- 29. After landing
- 30. Shutdown checks
- 31. Critique

B. C-47 FLIGHT TRAINING, INITIAL, PIC

Period No. 2 Aircraft Flight Training from left seat

Hours NSR

- 1. Pre-flight
- 2. CRM
- 3. Power Plant Start
- 4. Taxiing
- 5. Before takeoff checks
- 6. Normal takeoff
- 7. Crosswind Takeoff
- 8. Engine Failure on Takeoff (meets requirement of SE MAP)
- 9. Steep Turns
- 10. Approach to stalls
- 11. Unusual Attitude Recovery
- 12. Power Plant Failure at altitude
- 13. Engine unfeather/restart at altitude
- 14. 2-Eng ILS Approach to landing
- 15. Rejected Landing
- 16. Published MAP
- 17. Holding
- 18. NPA to MAP
- 19. 2nd NPA Circle to land
- 20. Landing from circling approach
- 21. SE ILS to full stop landing
- 22. After landing procedures
- 23. Parking and securing aircraft
- 24. Critique

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Chapter 6 – C-47 FLIGHT TRAINING SEGMENTS

C. C-47 FLIGHT TRAINING, INITIAL, SIC

Hours as Required

OBJECTIVE

To prepare a student for a DC-3 SIC type rating.

1. Aircraft Flight Training

Two Periods

May must be conducted in the airplane. The items in the periods below are more than allotted hours per period so that the instructor may choose maneuvers appropriate to the type of training equipment to be used. All maneuvers and procedures will be as specified in a C-47 Flight Operations Manual.

CLT & PREBRIEFINGS from Right Seat

CLT Period No. 1

Hours NSR

1. Checkout of aircraft for CLT
2. Pre-briefing
3. Crew coordination
4. Use of checklist Procedures and format
5. Cockpit set up flows
6. Determination of Takeoff weight
7. GPU power use
8. Before starting engines checklist
9. Battery check
10. Inverter checks
11. Pitot heat check
12. Boost
13. Engine start
14. After start checklist
15. Gen loads
16. Amp Loads
17. Trim checks
18. Flap's check
19. Taxi check
20. Brake's check
21. Before takeoff checks
22. Crew briefing
23. Line up check
24. After takeoff checklist
25. Climb power settings
26. Cruise Checks
27. In Range checks
28. Before landing

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- 29. After landing
- 30. Shutdown checks
- 31. Critique

Period No. 2 Aircraft Flight Training from right seat

Hours NSR

- 1. Pre-flight
- 2. CRM
- 3. Power Plant Start
- 4. Taxiing
- 5. Before takeoff checks
- 6. Normal takeoff
- 7. Crosswind Takeoff
- 8. Approach to stalls
- 9. Power Plant Failure at altitude
- 10. ILS Approach to landing
- 11. Normal landing
- 12. Crosswind landing
- 13. Landing with a simulated engine failure
- 14. Rejected landing
- 15. Nonstandard flap setting landing
- 16. After landing procedures
- 17. Parking and securing aircraft
- 18. Critique

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Chapter 6 – C-47 FLIGHT TRAINING SEGMENTS

D C-47 FLIGHT TRAINING, UPGRADE Hours as Required¹

OBJECTIVE

To prepare DC-3 SIC for movement to left seat as PIC and DC-3 PIC Type Rating

Same as DC-3 PIC Initial

E. C-47 FLIGHT TRAINING, RECURRENT, PIC Hours as Required²

F. C-47 FLIGHT TRAINING, RECURRENT, SIC Hours as Required²

Training as necessary to prepare pilot for a 135 VFR SIC check

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

² Completion of 61.588 IFR Proficiency check meets the requirements of the 135 VFR PIC Proficiency Check

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Chapter 7 B-17 TRAINING CURRICULUMS

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Chapter 7 B-17 TRAINING CURRICULUMS

A. INTRODUCTION

The curriculum of instruction for each category of training, type of aircraft, and crew position is listed in this chapter for all flight crewmembers employed by or volunteering for the Yankee Air Museum

The prerequisites and objectives for each curriculum are specified. The required training segments, training hours, and qualification requirements are listed. The hours stated for each objective are guidelines and may be based on pilot proficiency.

Detailed outlines of each training segment are found in Chapters 8 and 9.

B. INITIAL TRAINING**1. B-17****a. Pilot in Command Curricula**

Prerequisites: As stated in the General Operations Manual.

Objective: To qualify new pilots for duty as B-17G Pilot in Command.

Segment	Hours
Basic Guidance	4
B-17 Ground Training, Initial	8
General Emergency Training & Drills, Initial	2
Cockpit Resource Management	1
Safety Management System	1
Aircraft Flight Training	1
Qualification Requirement	
FAA Type Rating & Proficiency Check	
Operating Experience as Required	

b. SIC Curriculum

Prerequisites: As stated in the General Operations Manual.

Objective: To qualify pilots for duty as B-17G Second in Command.

Segment	Hours
Basic Guidance	4
B-17 Ground Training, Initial	8
General Emergency Training & Drills, Initial	2
Cockpit Resource Management	1
Safety Management System	1
Aircraft Flight Training	1

Chapter 7 B-17 TRAINING CURRICULUMS

Objective: To qualify pilots for duty as B-17G Second in Command. (cont.)
 Qualification Requirement
 Satisfactory Sign Off by Instructor
 Operating Experience as required

C. INITIAL EQUIPMENT TRAINING**1. B-17****a. PIC, SIC, Curriculum**

Same as Initial pilot curriculum, except Basic, CRM, General Emergency and SMS is not required.

D. UPGRADE TRAINING**1. B-17****a. PIC Curriculum**

Prerequisites: As stated in the General Operations Manual

Objective: To qualify a pilot as PIC on B-17 aircraft in accordance with latest LHFE Exemption.

Segment	Hours
B-17 Ground Training	6
Aircraft or Simulator Flight Training	1
Qualification Requirement	
FAA Type Rating and Proficiency Check	
Operating Experience	As Required

E. RECURRENT TRAINING**1. B-17****a. PIC, SIC CC Curriculum**

Prerequisites: Currently qualified in crew position.

Objective: To maintain currency in accordance with latest LHFE Exemption.

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Chapter 7 B-17 TRAINING CURRICULUMS

Segment	Hours
General subjects	NSR
SMS	NSR
CRM	NSR
General Emergency Training & Drills, Recurrent	NSR
B-17 Ground Training, Recurrent	4.0
Aircraft Flight Training	
Qualification Requirement YAM Proficiency Check	

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Chapter 8 B-17 GROUND TRAINING SEGMENTS

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Chapter 8 B-17 GROUND TRAINING SEGMENTS

- A. B-17G GROUND TRAINING, INITIAL Hours 8.0

OBJECTIVE To give students knowledge of B-17 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

1. AIRCRAFT GENERAL Hours NSR

- a. Exterior features
- b. Operating Weights
- c. Station layout and nomenclature
- d. Aircraft certification.

2. COCKPIT ARRANGEMENT Hours NSR

- a. General Layout
- b. Pilot's seat and pedal adjustments
- c. Primary flight controls
- d. Secondary flight controls
- e. Powerplant controls

3. EQUIPMENT Hours NSR

- a. Emergency equipment
- b. Misc. electrical equipment
- c. Spare equipment

4. POWER PLANT Hours NSR

- a. General description
- b. Indication/instrumentation
- c. Cowl flaps
- d. Carburetion
- e. Fuel primer
- f, Starting/Ignition
- g. Carburetor Heat
- f. Limitations

5. PROPELLERS Hours NSR

- a. General description
- b. Hub and blades
- c. Governor
- d. Feather pump
- e. Feather cycle
- f. Trouble shooting

6. FUEL SYSTEM Hours NSR

- a. Tank arrangement
- b. Indications

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- c. Boost pumps
 - d. Fuel servicing
 - e. System selection/management
 - f. Fuel transfer and cross-feed
 - g. Limitations
- 7. OIL SYSTEM Hours NSR
 - a. Supply system
 - b. Temperature control
 - c. Chip detection
 - d. Oil servicing
 - e. Limitations
- 8. HYDRAULIC SYSTEM Hours NSR
 - a. Supply
 - b. Automatic electric operation
 - c. Manual operation
 - d. Standby operation
 - e. Servicing
 - f. Limitations
- 9. LANDING GEAR, AND BRAKES Hours NSR
 - a. General
 - b. Main landing gear
 - c. Tail wheel
 - d. Brakes
 - e. Servicing
 - f. Manual extension system
- 10. ELECTRICAL SYSTEM Hours NSR
 - a. General
 - b. Indication/control
 - c. Fuse panel locations
 - d. DC system
 - e. External power
 - f. AC system
 - g. Limitations
- 11. VACUUM SYSTEM Hours NSR
 - a. General
 - b. Components
 - c. Selection
 - d. Indication
 - e. Limitations

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12.	FLIGHT INSTRUMENTS	Hours NSR
	a. Pitot/Static System	
	b. Alternate Static System	
	c. Captain's/Co-pilot's Instrument Panels	
	d. Magnetic Compass	
13.	AVIONICS	Hours NSR
	a. Genera	
	b. Control	
	c. Audio panel	
	d. VHF Communication	
	e. Navigation	
	f. ELT	
14.	Navigation Instruments	Hours NSR
	a. Garmin 530W	
	b. VOR	
	c. DME	
15.	Profiles	Hours NSR.
16.	Checklist usage	Hours NSR
17.	Emergency Procedures	Hours NSR
18.	Current Issues and Concern	Hours NSR
19.	COURSE REVIEW AND TESTING	Hours NSR 1.0
B.	B-17 GROUND TRAINING, UPGRADE	HOURS NSR 6.0

OBJECTIVE To give students moving from SIC to PIC position of B-17 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

1.	AIRCRAFT GENERAL	Hours NSR
	a. Exterior features	
	b. Operating Weights	
	c. Station layout and nomenclature	
	d. Aircraft certification	
2.	COCKPIT ARRANGEMENT	Hours NSR
	a. General Layout	
	b. Pilot's seat and pedal adjustments	
	c. Primary flight controls	

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- d. Secondary flight controls
 - e. Powerplant controls
- 3. EQUIPMENT Hours NSR
 - a. Emergency equipment
 - b. Misc. electrical equipment
 - c. Spare equipment
- 4. POWER PLANT Hours NSR
 - a. General description
 - b. Instrumentation
 - c. Cowl flaps
 - d. Carburetion
 - e. Fuel primer
 - f. Starting ignition
 - g. Limitations
- 5. PROPELLERS Hours NSR
 - a. General description
 - b. Hub and blades
 - c. Governor
 - d. Feather pump
 - e. Feather cycle
 - f. Trouble shooting
- 6. FUEL SYSTEM Hours NSR
 - a. Tank arrangement
 - b. Indications
 - c. Boost pumps
 - d. Fuel servicing
 - e. System selection/management
 - f. Limitations
- 7. OIL SYSTEM Hours NSR
 - a. Supply/feed
 - b. Temperature control
 - c. Chip detection
 - d. Oil servicing
 - e. Limitations
- 8. HYDRAULIC SYSTEM Hours NSR
 - a. Supply
 - b. Automatic electric operation
 - c. Manual electric operation
 - d. Standby operation
 - e. Servicing
 - f. Limitations

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	9.	LANDING GEAR, AND BRAKES	Hours NSR
		a. General	
		b. Main landing gear	
		c. Tail wheel	
		d. Brakes	
		e. Servicing	
		f. Manual extension	
	10.	ELECTRICAL SYSTEM	Hours NSR
		a. General	
		b. Indication/control	
		c. Fuse panel locations	
		d. DC system	
		e. External power	
		f. AC system	
		g. Limitations	
	12.	VACUUM SYSTEM	Hours NSR
		a. General	
		b. Components	
		c. Selection	
		d. Indication	
		e. Limitations	
	13.	FLIGHT INSTRUMENTS	Hours NSR
		a. Pitot/Static System	
		b. Alternate Static System	
		c. Captain's/Co-pilot's Instrument Panels	
		d. Magnetic Compass	
	14.	AVIONICS/NAVIGATION	Hours NSR
		a. General	
		b. Control	
		c. Audio	
		d. VHF Communication	
		e. Garmin 530	
		g. VOR/ILS	
		h. DME	
	15.	Profiles	Hours NSR
1	6.	Checklist usage	Hours NSR

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- | | | |
|-----|--------------------------------------|-----------|
| 17. | Emergency Procedures | Hours NSR |
| 18. | Current Issues and Concern | Hours NSR |
| 19. | COURSE REVIEW, ORAL PREP AND TESTING | Hours NSR |

C.	B-17 GROUND TRAINING, RECURRENT	Hours	4.0
----	---------------------------------	-------	-----

OBJECTIVE To give students annual refresher on B-17 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

- | | | |
|----|------------------------------------|-----------|
| 1. | AIRCRAFT GENERAL/ EQUIPMENT | Hours NSR |
| | a. Exterior features | |
| | b. Operating Weights | |
| | c. Station layout and nomenclature | |
| | d. Aircraft certification | |
| | e. Emergency equipment | |
| | f. Misc. electrical equipment | |
| | g. Spare equipment | |
| 2. | POWER PLANT/ OIL SYSTEM | Hours NSR |
| | a. General description | |
| | b. Indication/instrumentation | |
| | c. Cowl flaps | |
| | d. Carburetion | |
| | e. Fuel primer | |
| | f. Starting ignition | |
| | g. Limitations | |
| | h. Oil Supply/feed | |
| | i. Temperature control | |
| | j. Chip detection | |
| | k. Oil servicing | |
| | l. Carburetor heat | |
| | m Limitations | |
| 3. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |

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- | | | |
|----|---|-----------|
| 4. | FUEL SYSTEM | Hours NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |
| | d. Fuel servicing | |
| | e. System selection/management | |
| | f. Limitations | |
| 5. | HYDRAULIC SYSTEM/LANDING GEAR | Hours NSR |
| | a. Supply | |
| | b. Automatic electric operation | |
| | c. Manual electric operation | |
| | d. Standby operation | |
| | e. Servicing | |
| | f. Limitations. | |
| | g. Main landing gear | |
| | h. Tail wheel gear | |
| | i. Brakes | |
| | j. Servicing | |
| | k. Manual extension system | |
| 6. | ELECTRICAL SYSTEM | Hours NSR |
| | a. General | |
| | b. Indication/control | |
| | c. Fuse panel locations | |
| | d. DC system | |
| | e. External power | |
| | f. AC system | |
| | g. Limitations | |
| 7. | VACUUM SYSTEM/ FLIGHT INSTRUMENTS | Hours NSR |
| | a. General | |
| | b. Components | |
| | c. Selection | |
| | d. Indication | |
| | e. Limitations | |
| | f. Pitot/Static System | |
| | g. Alternate Static System | |
| | h. Captain's/Co-pilot's Instrument Panels | |
| | i. Magnetic Compass | |

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8.	AVIONICS/NAVIGATION	Hours NSR
	a. General	
	b. Control	
	c. Audio	
	d. VHF Communication	
	e. Garmin 530W	
	g. VOR/ILS	
	h. DME	
9.	Profiles	Hours NSR
10.	Checklist usage	Hours NSR
11.	Emergency Procedures	Hours NSR
12.	Current issues and concerns	Hours NSR
13	COURSE REVIEW AND TESTING	

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Chapter 9 – B-17 FLIGHT TRAINING SEGMENTS

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Chapter 9 – B-17 FLIGHT TRAINING SEGMENTS

A. FLIGHT TRAINING POLICIES

Crewmembers will report at least one hour prior to or sooner to allow adequate briefing time for scheduled CLT (Cockpit Layout Training) Instructors will spend at least one-half hour critiquing students after each of these periods.

Report times for training in an aircraft will be as notified

Only maneuvers specifically approved may be performed in the aircraft.

Prior to flight, command responsibility will be clearly delineated.

During flight training, vigilance will be maintained for conflicting traffic. Appropriate ground facilities will be monitored and kept informed of the flight.

At the completion of flight training, the check airman or instructor will forward the appropriate paperwork to be reviewed by the Director of Training, afterwards to be inserted into the individual's training file.

The grading criteria for flight training or checking will be as follows:

1. Satisfactory S
Indicates that the performance of the trainee is proper, timely and safe and would meet or exceed standards for crewmembers acting in the same capacity.
2. Unsatisfactory U
Indicates that the performance level of the trainee does not meet minimum standards for proper, timely or safe execution of the maneuver or procedure.
3. Waived W
Indicates that the maneuver or procedure may be waived in accordance with FAR 135 and has not been accomplished.
4. Incomplete I
An incomplete indicates that the maneuver or procedure had been practiced in training, but that satisfactory performance has not yet been achieved.

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Chapter 9 – B-17 FLIGHT TRAINING SEGMENTS

B. B-17 FLIGHT TRAINING, INITIAL, PIC

Hours as Required

OBJECTIVE

To prepare a student for a B-17 PIC type rating.

1. Aircraft Flight Training Two Periods

Must be conducted in the airplane. The items in the periods below are more than allotted hours per period so that the instructor may choose maneuvers appropriate to the type of training equipment to be used. All maneuvers and procedures will be as specified in a B-17 Pilot Training and Qualifications Manual.

CLT & PREBRIEFINGS from Left Seat

CLT Period No. 1 Hours 1

1. Checkout of aircraft for CLT
2. Pre-briefing
3. Crew coordination
4. Use of checklist Procedures and format
5. Cockpit set up flows
6. Determination of Takeoff weight
7. GPU power use
8. Before starting engines checklist
9. Battery check
10. Inverter checks
11. Pitot heat check
12. Boost Pump
13. Engine start
14. After start checklist
15. Gen loads
16. Amp Loads
17. Trim checks
18. Flap's check
19. Taxi check
20. Brake's check
21. Before takeoff checks
22. Crew briefing
23. Line up check
24. After takeoff checklist
25. Climb power settings
26. Cruise Checks
27. In Range checks

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Chapter 9 – B-17 FLIGHT TRAINING SEGMENTS

- 28. Before landing
- 29. After landing
- 30. Shutdown checks
- 31. Critique

B. B-17 FLIGHT TRAINING, INITIAL, PIC

Period No.	2 Aircraft Flight Training from left seat	Hours as Req ¹
1.	Pre-flight	
2.	CRM	
3.	Power Plant Start	
4.	Taxiing	
5.	Before takeoff checks	
6.	Normal takeoff	
7.	Crosswind Takeoff	
8.	Engine Failure on Takeoff (meets requirement of SE MAP.	
9.	Steep Turns	
10.	Approach to stalls	
11.	Unusual Attitude Recovery	
12.	Power Plant Failure at altitude	
13.	Engine Relight at altitude	
14.	2-Eng ILS Approach to landing	
15.	Rejected Landing	
16.	Published MAP	
17.	Holding	
18.	NPA to MAP	
19.	2 nd NPA Circle to land	
20.	Landing from circling approach	
21.	SE ILS to full stop landing	
22.	After landing procedures	
23.	Parking and securing aircraft	
24.	Critique	

¹Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

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Chapter 9 – B-17 FLIGHT TRAINING SEGMENTS

C. B-17 FLIGHT TRAINING, INITIAL, SIC

Hours as Required¹

OBJECTIVE

To prepare a student for a B-17 SIC type rating.

1. Aircraft Flight Training Two Periods

Must be conducted in the airplane. The items in the periods below are more than allotted hours per period so that the instructor may choose maneuvers appropriate to the type of training equipment to be used. All maneuvers and procedures will be as specified in the B-17 Pilot Training and Qualifications Manual.

CLT & PREBRIEFINGS from Right Seat

CLT Period No. 1 Hours 2

1. Checkout of aircraft for CLT
2. Pre-briefing
3. Crew coordination
4. Use of checklist Procedures and format
5. Cockpit set up flows
6. Determination of Takeoff weight
7. GPU power use
8. Before starting engines checklist
9. Battery check
10. Inverter checks
11. Pitot heat check
12. Boost
13. Engine start
14. After start checklist
15. Gen loads
16. Amp Loads
17. Trim checks
18. Flap's check
19. Taxi check
20. Brake's check
21. Before takeoff checks
22. Crew briefing
23. Line up check
24. After takeoff checklist
25. Climb power settings
26. Cruise Checks
27. In Range checks
28. Before landing
29. After landing

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- 30. Shutdown checks
- 31. Critique

¹Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

C. B-17 FLIGHT TRAINING, INITIAL, SIC

Period No. 2 Aircraft Flight Training from right seat

Hours as Required¹

- 1. Pre-flight
- 2. CRM
- 3. Power Plant Start
- 4. Taxiing
- 5. Before takeoff checks
- 6. Normal takeoff
- 7. Crosswind Takeoff
- 9. Approach to stalls
- 10. Power Plant Failure at altitude
- 11. ILS Approach to landing
- 12. Normal landing
- 13. Crosswind landing
- 14. Landing with a simulated engine failure
- 15. Rejected landing
- 16. Nonstandard flap setting landing
- 17. After landing procedures
- 18. Parking and securing aircraft
- 19. Critique

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

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Chapter 9 – B-17 FLIGHT TRAINING SEGMENTS

D B-17 FLIGHT TRAINING, UPGRADE Hours as Required¹

OBJECTIVE

To prepare B-17 SIC for movement to left seat as PIC and B-17 Type Rating

Same as B-17 PIC Initial

E. B-17 FLIGHT TRAINING, RECURRENT, PIC Hours as Required¹

Training as necessary to prepare pilot for a 135 VFR PIC check²

F. B-17 FLIGHT TRAINING, RECURRENT, SIC Hours as
Required¹

Training as necessary to prepare pilot for a 135 VFR SIC check

¹Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

Completion of 61.58 IFR Proficiency check meets the requirements of the 135 VFR PIC Proficiency Check

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Chapter 10 B-25 TRAINING CURRICULUMS

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Chapter 10 B-25 TRAINING CURRICULUMS

A. INTRODUCTION

The curriculum of instruction for each category of training, type of aircraft, and crew position is listed in this chapter for all flight crewmembers employed by or volunteer for the Yankee Air Museum

The prerequisites and objectives for each curriculum are specified. The required training segments, training hours, and qualification requirements are listed. Detailed outlines of each training segment are found in Chapters 5 and 6.

B. INITIAL TRAINING

1. B-25

a. PIC Curriculum

Prerequisites: Second Class Medical Certificate.

Airline Transport Rating-Airplane Multi Engine Land,

Objective: To qualify new pilots for duty as PIC on B-25 aircraft in accordance with the YAM Training Manual

Segment	Hours
Basic Guidance	10
B-25 Ground Training, Initial	8
General Emergency Training & Drills, Initial	2
CRM	1
SMS	1
Aircraft Flight Training	11
Qualification Requirement	FAA Type Rating & Proficiency Check
Operating Experience	as Required

b. SIC Curriculum

Prerequisites: FAA Medical Certificate, Second Class, Commercial Pilot Certificate - Airplane, Multi Engine-Land, With Instrument rating.

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Chapter 10 B-25 TRAINING CURRICULUMS

Objective: To qualify new-hire pilots for duty as SIC on B-25 aircraft in accordance with the YAM Training Manual

Segment	Hours
Basic Guidance	10
B-25 Ground Training, Initial	8
General Emergency Training & Drills, Initial	2
CRM	1
SMS	1
Aircraft Flight Training	14
Qualification Requirement	Satisfactory Sign Off by Instructor
Operating Experience	As Required

c. Cabin Crew Curriculum

Prerequisites: None.

C. INITIAL EQUIPMENT TRAINING

1. B-25

a. PIC, SIC, Curriculum

Same as new-hire curriculum, except Basic, CRM, General Emergency and SMS is not required.

D. UPGRADE TRAINING

1. B-25

a. PIC Curriculum

Prerequisites: * FAA Medical Certificate, First Class, Previous qualification by this Company as SIC on B-25 aircraft.

Objective: To qualify a pilot as PIC on B-25 aircraft in accordance with latest LHFE Exemption

Segment	Hours
B-25 Ground Training	6
Aircraft Flight Training	14
Qualification Requirement	FAA Type Rating & Proficiency Check
Operating Experience	As Required

* May be waived for exceptionally qualified pilots as determined by DO and CP

⁴ Train to proficiency. Instructor may recommend trainee for check ride in less than programmed hours.

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Chapter 10 B-25 TRAINING CURRICULUMS

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

A. B-25 GROUND TRAINING, INITIAL HOURS 8

OBJECTIVE

To give students knowledge of B-25 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

- | | | |
|----|---------------------------------------|-----------|
| 1. | AIRCRAFT GENERAL | Hours NSR |
| | a. Exterior features | |
| | b. Operating Weights | |
| | c. Station layout and nomenclature | |
| | d. Aircraft certification | |
| 2. | COCKPIT ARRANGEMENT | Hours NSR |
| | a. General Layout | |
| | b. Pilot's seat and pedal adjustments | |
| | c. Primary flight controls | |
| | d. Secondary flight controls | |
| | e. Powerplant controls | |
| 3. | EQUIPMENT | Hours NSR |
| | a. Emergency equipment | |
| | b. Misc. electrical equipment | |
| | c. Spare equipment | |
| 4. | POWER PLANT | Hours NSR |
| | a. General description | |
| | b. Indication/instrumentation | |
| | c. Cowl flaps | |
| | d. Carburetion | |
| | e. Fuel primer | |
| | g. Starting ignition | |
| | h. Limitations | |
| 5. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

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|-----|--|-----------|
| 6. | FUEL SYSTEM | Hour NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |
| | d. Fuel servicing | |
| | e. System selection/management and Fuel transfer | |
| | g. Limitations | |
| 7 | OIL SYSTEM | Hours NSR |
| | a. Supply/feed | |
| | b. Temperature control | |
| | c. Chip detection | |
| | d. Oil servicing | |
| | e. Limitations | |
| 8. | HYDRAULIC SYSTEM | Hours NSR |
| | a. Supply | |
| | b. Servicing | |
| | c. Limitations | |
| 9. | LANDING GEAR, AND BRAKES | Hours NSR |
| | a. General | |
| | b. Main landing gear | |
| | c. Nose Wheel | |
| | d. Brakes | |
| | e. Servicing | |
| | f. Manual extension system | |
| 10. | ELECTRICAL SYSTEM | Hours NSR |
| | a. General | |
| | b. Indication/control | |
| | c. Fuse panel locations | |
| | d. DC system | |
| | e. External power | |
| | f. AC system | |
| | g. Limitations | |
| 11. | VACUUM SYSTEM | Hours NSR |
| | a. General | |
| | b. Components | |
| | c. Selection | |
| | d. Indication | |
| | e. Limitations | |

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12.	FLIGHT INSTRUMENTS	Hours NSR
	a. Pitot/Static System	
	b. Alternate Static System	
	c. Captain's/Co-pilot's Instrument Panels	
	d. Magnetic Compass	
13.	AVIONICS	Hours NSR
	a. General	
	b. Control	
	c. Audio	
	d. VHF Communication	
	e. Navigation	
	f. ELT	
14.	Navigation Instruments	Hours NSR
	a. VOR/ILS	
	b. ADF	
	c. GPS	
15.	All Weather/Anti-ice, De-ice systems	Hours NSR
	a. Carb Heat	
16.	Profiles	Hours NSR
17.	Checklist usage	Hours NSR
18.	Emergency Procedures	Hours NSR
19.	Current Issues and Concerns	Hours NSR
20.	COURSE REVIEW AND TESTING	Hours NSR

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

B. B-25 GROUND TRAINING, UPGRADE

HOURS 6.0

OBJECTIVE

To give students moving from SIC to PIC position of B-211 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

- | | | |
|----|---------------------------------------|-----------|
| 1. | AIRCRAFT GENERAL | Hours NSR |
| | a. Exterior features | |
| | b. Operating Weights | |
| | c. Station layout and nomenclature | |
| | e. Aircraft certification | |
| 2. | COCKPIT ARRANGEMENT | Hours NSR |
| | a. General Layout | |
| | b. Pilot's seat and pedal adjustments | |
| | c. Primary flight controls | |
| | d. Secondary flight controls | |
| | e. Powerplant controls | |
| 3. | EQUIPMENT | Hours NSR |
| | a. Emergency equipment | |
| | b. Misc. electrical equipment | |
| | c. Spare equipment | |
| 4. | POWER PLANT | Hours NSR |
| | a. General description | |
| | b. Indication/instrumentation | |
| | c. Cowl flaps | |
| | d. Carburetion | |
| | e. Fuel primer | |
| | f. Starting ignition | |
| | g. Limitations | |
| 5. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

- | | | |
|-----|---------------------------------|-----------|
| 6. | FUEL SYSTEM | Hours NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |
| | d. Fuel servicing | |
| | e. System selection/management | |
| | f. Limitations | |
| 7. | OIL SYSTEM | Hours NSR |
| | a. Supply/feed | |
| | b. Temperature control | |
| | c. Chip detection | |
| | d. Oil servicing | |
| | e. Limitations | |
| 8. | HYDRAULIC SYSTEM | Hours NSR |
| | a. Supply | |
| | b. Automatic electric operation | |
| | c. Manual electric operation | |
| | d. Standby operation | |
| | e. Servicing | |
| | f. Limitations | |
| 9. | LANDING GEAR, AND BRAKES | Hours NRS |
| | a. General | |
| | b. Main landing gear | |
| | c. Tail wheel gear | |
| | d. Brakes | |
| | e. Servicing | |
| | f. Manual extension system | |
| 10. | ELECTRICAL SYSTEM | Hours NRS |
| | a. General | |
| | b. Indication/control | |
| | c. Fuse panel locations | |
| | d. DC system | |
| | e. External power | |
| | f. AC system | |
| | g. Limitations | |

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

12.	VACUUM SYSTEM	Hours NSR
	a. General	
	b. Components	
	c. Selection	
	d. Indication	
	e. Limitations	
13.	FLIGHT INSTRUMENTS	Hours NSR
	a. Pitot/Static System	
	b. Alternate Static System	
	c. Captain's/Co-pilot's Instrument Panels	
	d. Magnetic Compass	
14.	AVIONICS/NAVIGATION	Hours NSR
	a. General	
	b. Control	
	c. Audio	
	d. VHF Communication	
	e. VOR/ILS	
	g. ADF	
	h. GPS All Weather/	
15.	All Weather/Anti-ice, De-ice systems	Hours NSR
	a. Carb Heat	
16.	Profiles	Hours NSR
17.	Checklist usage	Hours NSR
18.	Emergency Procedures	Hours NSR
19.	Current Issues and Concerns	Hours NSR
20..	COURSE REVIEW, ORAL PREP AND TESTING	Hours NSR
C.	B-25 GROUND TRAINING, RECURRENT	HOURS 4.0

OBJECTIVE

To give students annual refresher on B-25 aircraft systems, procedures, performance, and related general subjects to ensure safe operation.

Chapter 11 – B-25 GROUND TRAINING SEGMENTS

- | | | |
|------|------------------------------------|-----------|
| 1. | AIRCRAFT GENERAL/ EQUIPMENT | Hours NSR |
| | a. Exterior features | |
| | b. Operating Weights | |
| | c. Station layout and nomenclature | |
| | d. Aircraft certification | |
| | e. Emergency equipment | |
| | f. Misc. electrical equipment | |
| | g. Spare equipment | |
|
 | | |
| 2. | POWER PLANT/ OIL SYSTEM | Hours NSR |
| | a. General description | |
| | b. Indication/instrumentation | |
| | c. Cowl flaps | |
| | d. Carburetion | |
| | e. Fuel primer | |
| | f. Starting ignition | |
| | g. Limitations | |
| | h. Oil Supply/feed | |
| | i. Temperature control | |
| | j. Chip detection | |
| | k. Oil servicing | |
| | l. Limitations | |
|
 | | |
| 3. | PROPELLERS | Hours NSR |
| | a. General description | |
| | b. Hub and blades | |
| | c. Governor | |
| | d. Feather pump | |
| | e. Feather cycle | |
| | f. Trouble shooting | |
|
 | | |
| 4. | FUEL SYSTEM | Hours NSR |
| | a. Tank arrangement | |
| | b. Indications | |
| | c. Boost pumps | |
| | d. Fuel servicing | |
| | e. System selection/management | |
| | f. Limitations | |

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

- | | | |
|-----|--|-----------|
| 5. | HYDRAULIC SYSTEM/ LANDING GEAR, AND BRAKES | Hours NSR |
| | a. Supply | |
| | b. Automatic electric operation | |
| | c. Manual electric operation | |
| | d. Standby operation | |
| | e. Servicing | |
| | f. Limitations. | |
| | g. Main landing gear | |
| | h. Tail wheel gear | |
| | i. Brakes | |
| | j. Servicing | |
| | k. Manual extension system | |
| | | |
| 6. | ELECTRICAL SYSTEM | Hours NSR |
| | a. General | |
| | b. Indication/control | |
| | c. Fuse panel locations | |
| | d. DC system | |
| | e. External power | |
| | f. AC system | |
| | g. Limitations | |
| | | |
| 7. | VACUUM SYSTEM/ FLIGHT INSTRUMENTS | Hours NSR |
| | a. General | |
| | b. Components | |
| | c. Selection | |
| | d. Indication | |
| | e. Limitations | |
| | a. Pitot/Static System | |
| | b. Alternate Static System | |
| | c. Captain's/Co-pilot's Instrument Panels | |
| | d. Magnetic Compass | |
| | | |
| 14. | AVIONICS/NAVIGATION | Hours NSR |
| | a. General | |
| | b. Control | |
| | c. Audio | |
| | d. VHF Communication | |
| | e. VOR/ILS | |
| | g. ADF | |
| | h. GPS | |

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Chapter 11 – B-25 GROUND TRAINING SEGMENTS

15	Weather/Anti-ice, De-ice systems a. Carb Heat	Hours NSR
16.	Profiles	Hours NSR
17.	Checklist usage	Hours NSR
18.	Emergency Procedures	Hours NSR
19.	Current Issues and Concerns	Hours NSR
20.	COURSE REVIEW AND TESTING	Hours NSR

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Chapter 12 – B-25 FLIGHT TRAINING SEGMENTS

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Chapter 12 – B-25 FLIGHT TRAINING SEGMENTS

A. FLIGHT TRAINING POLICIES

Crewmembers will report at least one hour prior to or sooner to allow adequate briefing time for scheduled CLT (Cockpit Layout Training) will spend at least one-half hour critiquing students after each of these periods.

Report times for training in an aircraft will be as notified

Only maneuvers specifically approved may be performed in the aircraft.

Prior to flight, command responsibility will be clearly delineated.

During flight training, vigilance will be maintained for conflicting traffic. Appropriate ground facilities will be monitored and kept informed of the flight.

At the completion of flight training, the check airman or instructor will forward the appropriate paperwork to be reviewed by the Director of Training, afterwards to be inserted into the individual's training file.

The grading criteria for flight training or checking will be as follows:

1. Satisfactory S
Indicates that the performance of the trainee is proper, timely and safe and would meet or exceed standards for crewmembers acting in the same capacity.
2. Unsatisfactory U
Indicates that the performance level of the trainee does not meet minimum standards for proper, timely or safe execution of the maneuver or procedure.
3. Waived..... W
Indicates that the maneuver or procedure may be waived in accordance with the FARs and has not been accomplished.
4. Incomplete I
An incomplete indicates that the maneuver or procedure had been practiced in training, but that satisfactory performance has not yet been achieved.

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Chapter 12 – B-25 FLIGHT TRAINING SEGMENTS

OBJECTIVE: To prepare a student for a B-25 PIC type rating.

1. Aircraft Flight Training Two Periods

May must be conducted in the airplane. The items in the periods below are more than allotted hours per period so that the instructor may choose maneuvers appropriate to the type of training equipment to be used. All maneuvers and procedures will be as specified in a B-25 Flight Operations Manual.

2. CLT & PREBRIEFINGS from Left Seat Hours 1
CLT Period No. 1
1. Checkout of aircraft for CLT
 2. Pre-briefing
 3. Crew coordination
 4. Use of checklist Procedures and format
 5. Cockpit set up flows
 6. Determination of Takeoff weight
 7. GPU power use
 8. Before starting engines checklist
 9. Battery check
 10. Inverter checks
 11. Pitot heat check
 12. Boost
 13. Engine start
 14. After start checklist
 15. Gen and amp loads
 16. Battery charge rate
 17. Trim checks
 18. Flap's check
 19. Taxi check
 20. Brake's check
 21. Before takeoff checks
 22. Crew briefing
 23. Line up check
 24. After takeoff checklist
 - 25.. Climb power settings
 26. Cruise Checks
 27. In Range checks
 28. Before landing
 29. After landing
 30. Shutdown checks

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Chapter 12 – B-25 FLIGHT TRAINING SEGMENTS

Period No. 2 Aircraft Flight Training from left seat	Hours as Req ¹
1. Pre-flight	
2. CRM	
3. Power Plant Start	
4. Taxiing	
5. Before takeoff checks	
6. Normal takeoff	
7. Crosswind Takeoff	
8. Engine Failure on Takeoff (meets requirement of SE MAP.	
9. Steep Turns	
10. Approach to stalls	
11. Unusual Attitude Recovery	
12. Power Plant Failure at altitude	
13. Engine Relight at altitude	
14. 2-Eng ILS Approach to landing	
15. Rejected Landing	
16. Published MAP	
17. Holding	
18. NPA to MAP	
19. 2 nd NPA Circle to land	
20. Landing from circling approach	
21. SE ILS to full stop landing	
22. After landing procedures	
23. Parking and securing aircraft	
24. Critique	

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

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Chapter 12 – B-25 FLIGHT TRAINING SEGMENTS

C. B-25 FLIGHT TRAINING, INITIAL, SIC

Hours as Required¹

OBJECTIVE

To prepare a student for a B-25 SIC type rating.

1. Aircraft Flight Training Two Periods
May must be conducted in the airplane. The items in the periods below are more than allotted hours per period so that the instructor may choose maneuvers appropriate to the type of training equipment to be used. All maneuvers and procedures will be as specified in a B-25 Flight Operations Manual.

CLT & PREBRIEFINGS from Right Seat

CLT Period No. 1

Hours 2

1. Checkout of aircraft for CLT
2. Pre-briefing
3. Crew coordination
4. Use of checklist Procedures and format
5. Cockpit set up flows
6. Determination of Takeoff weight
7. GPU power use
8. Before starting engines checklist
9. Battery check
10. Inverter checks
11. Pitot heat check
12. Boost Pumps
13. Engine start
14. After start checklist
15. Gen and amp loads
16. Battery charge rate
17. Trim checks
18. Flap's check
19. Taxi check
20. Brake's check
21. Before takeoff checks
22. Crew briefing
23. Line up check
24. After takeoff checklist
25. Climb power settings
26. Cruise Checks
27. In Range checks
28. Before landing

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- 29. After landing
- 30. Shutdown checks
- 31. Critique

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

C. B-25 FLIGHT TRAINING, INITIAL, SIC

Period No. 2 Aircraft Flight Training from right seat

Hours as Req¹

- 1. Pre-flight
- 2. CRM
- 3. Power Plant Start
- 4. Taxiing
- 5. Before takeoff checks
- 6. Normal takeoff
- 7. Crosswind Takeoff
- 8. Engine Failure on Takeoff (meets requirement of SE MAP.
- 9. Approach to stalls
- 10. Power Plant Failure at altitude
- 11. ILS Approach to landing
- 12. Normal landing
- 13. Crosswind landing
- 14. Landing with a simulated engine failure
- 15. Rejected landing
- 16. Nonstandard flap setting landing
- 17. After landing procedures
- 18. Parking and securing aircraft
- 19. Critique

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

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D B-25 FLIGHT TRAINING, UPGRADE Hours as Required¹

OBJECTIVE

To prepare B-25 SIC for movement to left seat as PIC and B-25 PIC Type Rating

Same as B-25 PIC Initial

E. B-25 FLIGHT TRAINING, RECURRENT, PIC Hours as Required²

Training as necessary to prepare pilot for a 135 VFR PIC check²

F. B-25 FLIGHT TRAINING, RECURRENT, SIC Hours as Required¹

Training as necessary to prepare pilot for a 135 VFR SIC check

¹ Train to proficiency. Instructor may recommend trainee for check ride in less than required hours.

² Completion of 61.58 IFR Proficiency check meets the requirements of the 135 VFR PIC Proficiency Check

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Chapter 13 – HUEY TRAINING CURRICULUMS

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Chapter 13 – HUEY TRAINING CURRICULUMS

A. INTRODUCTION

The curriculum of instruction for each category of training, type of aircraft, and flight crew position is listed in this chapter for all volunteers of the Yankee Air Museum.

The prerequisites and objectives for each curriculum are specified. The required training segments, training hours and qualification requirements are listed. Detailed outlines of each training segment are found in previous chapters of this manual.

Although all Huey volunteers will have rotary wing experience, not all will have previous UH-1H Huey experience. These programs are designed to achieve a basic level of safety and experience for museum members/volunteers to participate in the “Living History Flying Experience” (LHFE) Program.

The objective of the following training programs is to provide the pilot with adequate training to enable him/her to understand the aircraft systems, performance limitations/parameters and emergency/abnormal procedures to provide a safe and enjoyable operating environment for the patrons of the LHFE Program.

To achieve this objective, all Initial Equipment Pilots and Previously Qualified UH-1H Pilots will be required to attend Initial Equipment Training due to the lack of recent experience in the Huey by formerly military qualified pilots.

UH-1H Huey Helicopter training will be the same for both the Pilot-in-Command (PIC) and Second-in-Command (SIC) for LHFE Program Operations. Although certified as a Single Pilot Helicopter, the Yankee Air Museum will operate the aircraft with two pilots most of the time.

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Chapter 13 – HUEY TRAINING CURRICULUMS

B. Initial Training

1. All course prerequisites are the following:

FAA Second Class Medical Certificate.

At least an FAA Commercial Pilot Certificate, with Rotorcraft, Helicopter, and Instrument Endorsements.

Meet the flying hour requirements of the Yankee Air Museum (YAM) Flight Operations Manual (FOM).

2. PIC and SIC Curriculum objectives are to qualify new volunteer pilots for duty in the UH-1H Huey in accordance with this manual.

Segment	Hours
Basic Operations Guidance	4.0
UH-1H Ground Training	8.0
General Emergency Training and Cockpit Drills	2.0
Cockpit Resource Management	1.0
Safety Management Systems (Risk Assessment)	0.5
Aircraft Flight Training *	5.0
Qualification Requirement **	2.5
Operating Experience ***	as Per FOM

1. Course prerequisites are the following:

FAA Second Class Medical Certificate.

At least an FAA Commercial Pilot Certificate, with Rotorcraft, Helicopter, and Instrument Endorsements.

Meet the flying hour requirements of the Yankee Air Museum (YAM) Flight Operations Manual (FOM).

Previous qualification by the U.S. Armed Forces or the Yankee Air Museum as a UH-1H Pilot.

2. Objective: To become qualified as a Pilot-in-Command for the Yankee Air Museum in the UH-1H Huey Helicopter as per LHFE Exemption #18526.

* Train to Proficiency. Instructor may recommend trainee for a check flight in less than 5.0 hrs.

** Includes all required tasks listed in Yankee Air Museum LHFE Exemption #18526, Paragraph 9.

*** Initial Equipment trainees will require a minimum of 25 hrs. UH-1H experience prior to PIC.

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Chapter 13 – HUEY TRAINING CURRICULUMS

C. Initial Equipment Training

1. All course prerequisites are the following:

FAA Second Class Medical Certificate.

At least an FAA Commercial Pilot Certificate, with Rotorcraft, Helicopter, and Instrument Endorsements.

Meet the flying hour requirements of the Yankee Air Museum (YAM) Flight Operations Manual (FOM).

2. PIC and SIC Curriculum objectives are to qualify new volunteer pilots for duty in the UH-1H Huey in accordance with this manual.

Segment	Hours
Basic Operations Guidance	4.0
UH-1H Ground Training	8.0
General Emergency Training and Cockpit Drills	2.0
Cockpit Resource Management	1.0
Safety Management Systems (Risk Assessment)	0.5
Aircraft Flight Training *	5.0
Qualification Requirement **	2.5
Operating Experience ***	as Per FOM

* Train to Proficiency. Instructor may recommend trainee for a check flight in less than 5.0 hrs.

** Includes all required tasks listed in Yankee Air Museum LHFE Exemption #18526, Paragraph 9.

*** Initial Equipment trainees will require a minimum of 25 hrs. UH-1H experience prior to PIC.

D. Upgrade Training (PIC)

Segment	Hours
UH-1H Ground Training	4.5
Aircraft Flight Training *	2.0
Qualification Requirement **	2.5
Operating Experience	As Required

* Train to Proficiency. Instructor may recommend trainee for a check flight in less than 2.0 hrs.

** Includes all required tasks listed in Yankee Air Museum LHFE Exemption #18526 Paragraph 9.

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Chapter 13 – HUEY TRAINING CURRICULUMS

E. Recurrent Training

1. Course prerequisites are the following:

FAA Second Class Medical Certificate.

At least an FAA Commercial Pilot Certificate, with Rotorcraft, Helicopter, and Instrument Endorsements.

Meet the flying hour requirements of the Yankee Air Museum (YAM) Flight Operations Manual (FOM).

Currently qualified as a Yankee Air Museum UH-1H Huey Helicopter Pilot.

2. Objective: To maintain currency and qualification as a PIC or SIC for the Yankee Air Museum in the UH-1H Huey Helicopter as per LHFE Exemption #18526.

Segment	Hours
General Subjects	2.0
UH-1H Ground Training	4.5
Aircraft Flight Training *	2.0
Qualification Requirement **	2.5
Operating Experience	As Required

* Train to Proficiency. Instructor may recommend trainee for a check flight in less than 2.0 hrs.

** Includes all required tasks listed in Yankee Air Museum LHFE Exemption #18526, Paragraph 9.

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

A. HUEY GROUND TRAINING, INITIAL

Objective: To provide the pilot with adequate training that will enable him/her to understand the UH-1H Huey systems, procedures, limitations, performance, and related subjects to ensure the safe operation of, and recognition of maintenance anomalies.

B. Segment	Hours
1. GENERAL DESCRIPTION	Hours NSR
a. History	
b. Structure	
c. Dimensions	
d. Landing Gear	
2. ENGINE	Hours NSR
a. History	
b. Structure	
c. Air Induction	
d. Fuel Control	
e. Oil Supply and Cooling	
f. Ignition Starter System	
g. Governor Operations	
h. Droop Compensation	
i. Engine Instruments and Indicators	
j. Limitations	
3. FUEL SYSTEM	Hours NSR
a. Fuel Supply System	
b. Controls and Indicators	
c. Limitations	
4. FLIGHT CONTROLS	Hours NSR
a. Cyclic	
b. Collective	
c. Synchronized Elevator	
d. Stabilizer Bar	
e. Tail Rotor	
f. Force Trim System	

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|-----|--|-----------|
| 5. | HYDRAULIC SYSTEM | Hours NSR |
| 6. | POWER TRAIN SYSTEM | Hours NSR |
| | a. Main Transmission | |
| | b. Gear Boxes (42 and 90) | |
| | c. Drive Shafts | |
| | d. Indicators and Caution Lights | |
| | e. Limitations | |
| 7. | ROTOR SYSTEM | Hours NSR |
| | a. Main Rotor System | |
| | b. Tail Rotor System | |
| | c. Limitations | |
| 8. | HEATING AND VENTILATION | Hours NSR |
| | a. Description | |
| | b. Control | |
| 9. | ELECTRICAL SYSTEMS | Hours NSR |
| | a. AC and DC Power Distribution | |
| | b. DC Power Supply System (Battery/External Power) | |
| | c. DC Indicators and Controls | |
| | d. AC Power Supply (Inverters) | |
| | e. AC Indicators and Controls | |
| | f. Avionics | |
| | g. Limitations | |
| 10. | LIGHTING | Hours NSR |
| | a. External Lights | |
| | b. Internal Lights | |
| | c. Main Transmission Light | |
| | d. Caution and Warning Lights | |
| 11. | LIMITATIONS | Hours NSR |
| | a. General | |
| | b. Loading | |
| | c. Weight and Balance | |
| | d. Airspeed | |
| | e. Maneuvering | |
| | f. Fuel and Oil | |
| | g. Ice and Rain | |

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| 12. | PERFORMANCE | Hours NSR |
| | a. Use of Charts | |
| | b. Torque Available | |
| | c. Hover Charts (IGE and OGE) | |
| 13. | PREFLIGHT INSPECTION (On the Aircraft) | Hours NSR |
| | a. Exterior Check | |
| | b. Interior Check | |
| | c. Adverse Environmental Conditions | |
| 14. | STARTING PROCEDURES (Aircraft Drill) | Hours NSR |
| | a. Pre-start Check | |
| | b. Starting Procedures | |
| | c. Engine Run-Up Checks | |
| 15. | NORMAL PROCEDURES | Hours NSR |
| | a. Before Takeoff | |
| | b. Takeoff | |
| | c. In-Flight | |
| | d. Descent and Landing | |
| | e. Engine Shutdown | |
| 16. | EMERGENCY PROCEDURES | Hours NSR |
| | a. Emergency Terms | |
| | b. Warning Lights | |
| | c. Engine Malfunctions | |
| | d. Engine Fires | |
| | e. Engine Failure and Autorotation | |
| | f. Loss of Tail Rotor Control | |
| | g. Main Drive Shaft Failure | |
| | h. Electrical Malfunctions | |
| | i. Flight Control Failure | |
| | j. Fuel System Failure | |
| | k. Ditching | |
| 17. | Current Issues and Concern | Hours NSR |
| 18. | COURSE REVIEW AND TESTING | Hours NSR |

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

A. HUEY GROUND TRAINING, INITIAL EQUIPMENT

Objective: To provide the pilot with adequate training that will enable him/her to understand the UH-1H Huey systems, procedures, limitations, performance, and related subjects to ensure the safe operation of, and recognition of maintenance anomalies.

B.	Segment	Hours
1.	GENERAL DESCRIPTION	Hours NSR
	a. History	
	b. Structure	
	c. Dimensions	
	d. Landing Gear	
2.	ENGINE	Hours NSR
	a. History	
	b. Structure	
	c. Air Induction	
	d. Fuel Control	
	e. Oil Supply and Cooling	
	f. Ignition Starter System	
	g. Governor Operations	
	h. Droop Compensation	
	i. Engine Instruments and Indicators	
	j. Limitations	
3.	FUEL SYSTEM	Hours NSR
	a. Fuel Supply System	
	b. Controls and Indicators	
	c. Limitations	
4.	FLIGHT CONTROLS	Hours NSR
	a. Cyclic	
	b. Collective	
	c. Synchronized Elevator	
	d. Stabilizer Bar	
	e. Tail Rotor	
	f. Force Trim System	
5.	HYDRAULIC SYSTEM	Hours NSR

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|-----|--|-----------|
| 6. | POWER TRAIN SYSTEM | Hours NSR |
| | a. Main Transmission | |
| | b. Gear Boxes (42 and 90) | |
| | c. Drive Shafts | |
| | d. Indicators and Caution Lights | |
| | e. Limitations | |
| 7. | ROTOR SYSTEMS | Hours NSR |
| | a. Main Rotor System | |
| | b. Tail Rotor System | |
| | c. Limitations | |
| 8. | HEATING AND VENTILATION | Hours NSR |
| | a. Description | |
| | b. Control | |
| 9. | ELECTRICAL SYSTEMS | Hours NSR |
| | a. AC and DC Power Distribution | |
| | b. DC Power Supply System (Battery/External Power) | |
| | c. DC Indicators and Controls | |
| | d. AC Power Supply (Inverters) | |
| | e. AC Indicators and Controls | |
| | f. Avionics | |
| | g. Limitations | |
| 10. | LIGHTING | Hours NSR |
| | a. External Lights | |
| | b. Internal Lights | |
| | c. Main Transmission Light | |
| | d. Caution and Warning Lights | |
| 11. | LIMITATIONS | Hours NSR |
| | a. General | |
| | b. Loading | |
| | c. Weight and Balance | |
| | d. Airspeed | |
| | e. Maneuvering | |
| | f. Fuel and Oil | |
| | g. Ice and Rain | |

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

- | | | |
|-----|--|-----------|
| 12. | Performance | Hours NSR |
| | a. Use of Charts | |
| | b. Torque Available | |
| | c. Hover Charts (IGE and OGE) | |
| 13. | PREFLIGHT INSPECTION (On the Aircraft) | Hours NSR |
| | a. Exterior Check | |
| | b. Interior Check | |
| | c. Adverse Environmental Conditions | |
| 14. | STARTING PROCEDURES (Aircraft Drill) | Hours NSR |
| | a. Pre-start Check | |
| | b. Starting Procedures | |
| | c. Engine Run-Up Checks | |
| 15. | NORMAL OPERATIONS | Hours NSR |
| | a. Before Takeoff | |
| | b. Takeoff | |
| | c. In-Flight | |
| | d. Descent and Landing | |
| | e. Engine Shutdown | |
| 16. | EMERGENCY PROCEDURES | Hours NSR |
| | a. Emergency Terms | |
| | b. Warning Lights | |
| | c. Engine Malfunctions | |
| | d. Engine Fires | |
| | e. Engine Failure and Autorotation | |
| | f. Loss of Tail Rotor Control | |
| | g. Main Drive Shaft Failure | |
| | h. Electrical Malfunctions | |
| | i. Flight Control Failure | |
| | j. Fuel System Failure | |
| | k. Ditching | |
| 17. | Current Issues and Concern | Hours NSR |
| 18. | COURSE REVIEW AND TESTING | Hours NSR |

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

A. HUEY GROUND TRAINING, UPGRADE

Objective: To give Second-in-Command (SIC) personnel the opportunity to review aircraft systems and procedures for the thorough understanding and safe operation required of a prospective Pilot-in-Command.

B.	Segment	Hours
1.	GENERAL DESCRIPTION	Hours NSR
	a. History	
	b. Structure	
	c. Dimensions	
	d. Landing Gear	
2.	ENGINE	Hours NSR
	a. History	
	b. Structure	
	c. Air Induction	
	d. Fuel Control	
	e. Oil Supply and Cooling	
	f. Ignition Starter System	
	g. Governor Operations	
	h. Droop Compensation	
	i. Engine Instruments and Indicators	
	j. Limitations	
3.	FUEL SYSTEM	Hours NSR
	a. Fuel Supply System	
	b. Controls and Indicators	
4.	FLIGHT CONTROLS	Hours NSR
	a. Cyclic	
	b. Collective	
	c. Synchronized Elevator	
	d. Stabilizer Bar	
	e. Tail Rotor	
	f. Force Trim System	
5.	HYDRAULIC SYSTEM	Hours NSR

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

- | | | |
|-----|--|-----------|
| 6. | POWER TRAIN SYSTEM | Hours NSR |
| | a. Main Transmission | |
| | b. Gear Boxes (42 and 90) | |
| | c. Drive Shafts | |
| | d. Indicators and Caution Lights | |
| | e. Limitations | |
| 7. | ROTOR SYSTEMS | Hours NSR |
| | a. Main Rotor System | |
| | b. Tail Rotor System | |
| | c. Limitations | |
| 8. | HEATING AND VENTILATION | Hours NSR |
| | a. Description | |
| | b. Control | |
| 9. | ELECTRICAL SYSTEMS | Hours NSR |
| | a. AC and DC Power Distribution | |
| | b. DC Power Supply System (Battery/External Power) | |
| | c. DC Indicators and Controls | |
| | d. AC Power Supply (Inverters) | |
| | e. AC Indicators and Controls | |
| | f. Avionics | |
| | g. Limitations | |
| 10. | LIGHTING | Hours NSR |
| | a. External Lights | |
| | b. Internal Lights | |
| | c. Main Transmission Light | |
| | d. Caution and Warning Lights | |
| 11. | LIMITATIONS | Hours NSR |
| | a. General | |
| | b. Loading | |
| | c. Weight and Balance | |
| | d. Airspeed | |
| | e. Maneuvering | |
| | f. Fuel and Oil | |
| | g. Ice and Rain | |

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12.	PERFORMANCE	Hours NSR
	a. Use of Charts	
	b. Torque Available	
	c. Hover Charts (IGE and OGE)	
13.	PREFLIGHT INSPECTION (On the Aircraft)	Hours NSR
	a. Exterior Check	
	b. Interior Check	
	c. Adverse Environmental Conditions	
14.	STARTING PROCEDURES (Aircraft Drill)	Hours NSR
	a. Pre-start Check	
	b. Starting Procedures	
	c. Engine Run-Up Checks	
15.	NORMAL PROCEDURES	Hours NSR
	a. Before Takeoff	
	b. Takeoff	
	c. In-Flight	
	d. Descent and Landing	
	e. Engine Shutdown	
16.	Emergency Procedures	Hours NSR
	a. Emergency Terms	
	b. Warning Lights	
	c. Engine Malfunctions	
	d. Engine Fires	
	e. Engine Failure and Autorotation	
	f. Loss of Tail Rotor Control	
	g. Main Drive Shaft Failure	
	h. Electrical Malfunctions	
	i. Flight Control Failure	
	j. Fuel System Failure	
	k. Ditching	
17.	Current Issues and Concern	Hours NSR
18.	COURSE REVIEW AND TESTING	Hours NSR

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Chapter 14 – HUEY GROUND TRAINING SEGMENTS

A. HUEY GROUND TRAINING, RECURRENT

Objective: To give UH-1H Huey pilots annual refresher training on aircraft systems, procedures, performance planning and related subjects, to include lessons learned from the previous years, to ensure a safe operation and enjoyable passenger experience.

B.	SEGMENT	Hours
1.	GENERAL DESCRIPTION	Hours NSR
	a. History	
	b. Structure	
	c. Dimensions	
	d. Landing Gear	
2.	ENGINE	Hours NSR
	a. History	
	b. Structure	
	c. Air Induction	
	d. Fuel Control	
	e. Oil Supply and Cooling	
	f. Ignition Starter System	
	g. Governor Operations	
	h. Droop Compensation	
	i. Engine Instruments and Indicators	
	j. Limitations	
3.	FUEL SYSTEM	Hours NSR
	a. Fuel Supply System	
	b. Controls and Indicators	
	c. Limitations	
4.	FLIGHT CONTROLS	Hours NSR
	a. Cyclic	
	b. Collective	
	c. Synchronized Elevator	
	d. Stabilizer Bar	
	e. Tail Rotor	
	f. Force Trim System	
5.	HYDRAULIC SYSTEM	Hours NSR

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- | | | |
|-----|--|-----------|
| 6. | POWER TRAIN SYSTEM | Hours NSR |
| | a. Main Transmission | |
| | b. Gear Boxes (42 and 90) | |
| | c. Drive Shafts | |
| | d. Indicators and Caution Lights | |
| | e. Limitations | |
| 7. | ROTOR SYSTEMS | Hours NSR |
| | a. Main Rotor System | |
| | b. Tail Rotor System | |
| | c. Limitations | |
| 8. | HEATING AND VENTILATION | Hours NSR |
| | a. Description | |
| | b. Control | |
| 9. | ELECTRICAL SYSTEMS | Hours NSR |
| | a. AC and DC Power Distribution | |
| | b. DC Power Supply System (Battery/External Power) | |
| | c. DC Indicators and Controls | |
| | d. AC Power Supply (Inverters) | |
| | e. AC Indicators and Controls | |
| | f. Avionics | |
| 10. | LIGHTING | Hours NSR |
| | a. External Lights | |
| | b. Internal Lights | |
| | c. Main Transmission Light | |
| | d. Caution and Warning Lights | |
| 11. | LIMITATIONS | Hours NSR |
| | b. Loading | |
| | c. Weight and Balance | |
| | d. Airspeed | |
| | e. Maneuvering | |
| | f. Fuel and Oil | |
| | g. Ice and Rain | |

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- | | | |
|-----|--|-----------|
| 12. | PERFORMANCE | Hours NSR |
| | a. Use of Charts | |
| | b. Torque Available | |
| | c. Hover Charts (IGE and OGE) | |
| 13. | PREFLIGHT INSPECTION (On the Aircraft) | Hours NSR |
| | a. Exterior Check | |
| | b. Interior Check | |
| | c. Adverse Environmental Conditions | |
| 14. | STARTING PROCEDURES (Aircraft Drill) | Hours NSR |
| | a. Pre-start Check | |
| | b. Starting Procedures | |
| | c. Engine Run-Up Checks | |
| 15. | NORMAL PROCEDURES | Hours NSR |
| | a. Before Takeoff | |
| | b. Takeoff | |
| | c. In-Flight | |
| | d. Descent and Landing | |
| | e. Engine Shutdown | |
| 16. | Emergency Procedures | Hours NSR |
| | a. Emergency Terms | |
| | b. Warning Lights | |
| | c. Engine Malfunctions | |
| | d. Engine Fires | |
| | e. Engine Failure and Autorotation | |
| | f. Loss of Tail Rotor Control | |
| | g. Main Drive Shaft Failure | |
| | h. Electrical Malfunctions | |
| | i. Flight Control Failure | |
| | j. Fuel System Failure | |
| | k. Ditching | |
| 17. | Current Issues and Concern | Hours NSR |
| 18. | COURSE REVIEW AND TESTING | Hours NSR |

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

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B.	FLIGHT TRAINING, INITIAL EQUIPMENT	15-5
C.	FLIGHT TRAINING, UPGRADE	15-8
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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

A. HUEY FLIGHT TRAINING, INITIAL (PIC)

This training is designed for either a previously UH-1H qualified PIC and/or SIC that has not operated the Huey in many years. The pilot must demonstrate in a competent manner, the ability to safely operate the aircraft in accordance with the operating manual, the UH-1H Training Circular and the requirements of the Yankee Air Museum Manuals. Flight training periods will follow the “building block” principle and subsequent periods will practice and review some previously trained maneuvers.

Prerequisites:

A current FAA Class 2 Medical or higher; an FAA Commercial Pilot Certificate, or higher, with Rotorcraft, Helicopter, and Instrument Endorsements; and meet the flying hour requirements of the Yankee Air Museum Flight Operations Manual.

Length of Course:

6 hours of pre and post flight instruction

5 hours of flight time in the UH-1H (may be less at the recommendation of the instructor and demonstrated proficiency)

Completion Standards:

The pilot will pass a practical examination consisting of a written and/or oral test and flight testing. The test will be administered by the flight instructor conducting the training. The pilot will be held to the Airman Certification Standards (ACS) and Area of Operations that are appropriate to the category of Pilot's Certificate or rating(s) held. At the successful conclusion of the course of training and examination, an appropriate endorsement will be entered into the individuals Flight Logbook; and appropriate training completion forms submitted for inclusion into the Yankee Air Museum Individual Training Records.

Reference Materials:

TM 55-1520-210-10, UH-1H Operator's Manual

TM 55-1520-210-10CL, UH-1H Checklist

TC 1-211, Aircrew Training Manual, Utility Helicopter, UH-1H/V Series

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

Segment	Hours
Flight Lesson 1	As Req
Normal Procedures:	
Preflight	
Starting	
Pre takeoff checks	
Vertical ascent to a hover	
Hovering flight (forward, rearward, sideward, and turns about a point)	
Vertical descents	
Normal takeoff and climb	
Straight and level flight	
Climbs, turns and descents	
Normal approach	
Crosswind operations and considerations	
Aircraft shutdown	
Postflight	
Flight Lesson 2	As Req
Performance Maneuvers	
Maximum performance takeoff	
Steep approach	
Running landing	
Confined area operations	
Pinnacle approach and landing	
Slope operations	
Flight Lesson 3	As Req
Emergency Operations:	
Hydraulic failure	
Emergency governor procedures	
Tail rotor malfunctions	
Electrical malfunctions	
Straight-in standard autorotation	
180-degree autorotation	
Hovering autorotation	

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Flight Lesson 4	As Req
Practice Areas of Weakness	
Normal procedures	
Performance maneuvers	
Emergency maneuvers	
Preparation for practical examination	

Flight Lesson 5	As Req
Written Test Review (optional)	
Oral Testing per appropriate ACS and regulations	
Practical Flight Test	
All areas passed and paperwork complete	

B. HUEY FLIGHT TRAINING, INITIAL EQUIPMENT (PIC and/or SIC)

This training is designed for either a non-UH-1H qualified PIC and/or SIC, but a rotary wing pilot with experience in other rotary wing models. The pilot must demonstrate in a competent manner, the ability to safely operate the aircraft in accordance with the operating manual, the UH-1H Training Circular and the requirements of the Yankee Air Museum Manuals. Flight training periods will follow the “building block” principle and subsequent periods will practice and review some previously trained maneuvers.

Prerequisites:

A current FAA Class 2 Medical or higher; an FAA Commercial Pilot Certificate, or higher, with Rotorcraft, Helicopter, and Instrument Endorsements; and meet the flying hour requirements of the Yankee Air Museum Flight Operations Manual.

Length of Course:

6 hours of pre and post flight instruction

5 hours of flight time in the UH-1H (may be less at the recommendation of the instructor and demonstrated proficiency)

Completion Standards:

The pilot will pass a practical examination consisting of a written and/or oral test and flight testing. The test will be administered by the flight instructor conducting the training. The pilot will be held to the Airman Certification Standards (ACS) and Area of Operations that are appropriate to the category of Pilot's Certificate or rating(s) held. At the successful conclusion of the course of training and examination, an appropriate endorsement will be entered into the individuals Flight Logbook; and appropriate training completion forms submitted for inclusion into the Yankee Air Museum Individual Training Records.

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Reference Materials:

TM 55-1520-210-10, UH-1H Operator's Manual

TM 55-1520-210-10CL, UH-1H Checklist

TC 1-211, Aircrew Training Manual, Utility Helicopter, UH-1H/V Series

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Segment Hours

Flight Lesson 1 As Req

Normal Procedures:

Preflight

Starting

Pre takeoff checks

Vertical ascent to a hover

Hovering flight (forward, rearward, sideward, and turns about a point)

Vertical descents

Normal takeoff and climb

Straight and level flight

Climbs, turns and descents

Normal approach

Crosswind operations and considerations

Aircraft shutdown

Postflight

Flight Lesson 2 As Req

Performance Maneuvers

Maximum performance takeoff

Steep approach

Running landing

Confined area operations

Pinnacle approach and landing

Slope operations

Flight Lesson 3 As Req

Emergency Operations:

Hydraulic failure

Emergency governor procedures

Tail rotor malfunctions

Electrical malfunctions

Straight-in standard autorotation

180-degree autorotation

Hovering autorotation

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

Flight Lesson 4 As Req

Practice Areas of Weakness

Normal procedures

Performance maneuvers

Emergency maneuvers

Preparation for practical examination

Flight Lesson 5 As Req

Written Test Review (optional)

Oral Testing per appropriate ACS and regulations

Practical Flight Test

All areas passed and paperwork complete

C. HUEY FLIGHT TRAINING, UPGRADE

This training is designed for a previously UH-1H qualified SIC. The pilot must demonstrate in a competent manner, the ability to safely operate the aircraft in accordance with the operating manual, the UH-1H Training Circular and the requirements of the Yankee Air Museum Manuals. Flight training periods will follow the “building block” principle and subsequent periods will practice and review some previously trained maneuvers.

Prerequisites:

A current FAA Class 2 Medical or higher; an FAA Commercial Pilot Certificate, or higher, with Rotorcraft, Helicopter, and Instrument Endorsements; and meet the flying hour requirements of the Yankee Air Museum Flight Operations Manual.

Length of Course:

4 hours of pre and post flight instruction

3 hours of flight time in the UH-1H (may be less at the recommendation of the instructor and demonstrated proficiency)

Completion Standards:

The pilot will pass a practical examination consisting of a written and/or oral test and flight testing. The test will be administered by the flight instructor conducting the training. The pilot will be held to the Airman Certification Standards (ACS) and Area of Operations that are appropriate to the category of Pilot's Certificate or rating(s) held. At the successful conclusion of the course of training and examination, an appropriate endorsement will be entered into the individuals Flight Logbook; and appropriate training completion forms submitted for inclusion into the Yankee Air Museum Individual Training Records.

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

Reference Materials:

TM 55-1520-210-10, UH-1H Operator's Manual

TM 55-1520-210-10CL, UH-1H Checklist

TC 1-211, Aircrew Training Manual, Utility Helicopter, UH-1H/V Series

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Segment	Hours
Flight Lesson 1	As Req
Normal Procedures:	
Preflight	
Starting	
Pre takeoff checks	
Vertical ascent to a hover	
Hovering flight (forward, rearward, sideward, and turns about a point)	
Vertical descents	
Normal takeoff and climb	
Straight and level flight	
Climbs, turns and descents	
Normal approach	
Crosswind operations and considerations	
Aircraft shutdown	
Postflight	
Performance Maneuvers	
Maximum performance takeoff	
Steep approach	
Running landing	
Confined area operations	
Pinnacle approach and landing	
Slope operations	
Flight Lesson 2	As Req
Emergency Operations:	
Hydraulic failure	
Emergency governor procedures	
Tail rotor malfunctions	
Electrical malfunctions	
Straight-in standard autorotation	
180-degree autorotation	
Hovering autorotation	

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

Practice Areas of Weakness
Normal procedures
Performance maneuvers
Emergency maneuvers
Preparation for practical examination

Flight Lesson 3

AS Req

Written Test Review (optional)
Oral Testing per appropriate ACS and regulations
Practical Flight Test
All areas passed and paperwork complete

D. HUEY FLIGHT TRAINING, RECURRENT

This training is designed for either a previously UH-1H qualified PIC and/or SIC. The pilot must demonstrate in a competent manner, the ability to safely operate the aircraft in accordance with the operating manual, the UH-1H Training Circular and the requirements of the Yankee Air Museum Manuals. Flight training periods will follow the “building block” principle and subsequent periods will practice and review some previously trained maneuvers.

Prerequisites:

A current FAA Class 2 Medical or higher; an FAA Commercial Pilot Certificate, or higher, with Rotorcraft, Helicopter, and Instrument Endorsements; and meet the flying hour requirements of the Yankee Air Museum Flight Operations Manual.

Length of Course:

4 hours of pre and post flight instruction
2 hours of flight time in the UH-1H (may be less at the recommendation of the instructor and demonstrated proficiency)

Completion Standards:

The pilot will pass a practical examination consisting of a written and/or oral test and flight testing. The test will be administered by the flight instructor conducting the training. The pilot will be held to the Airman Certification Standards (ACS) and Area of Operations that are appropriate to the category of Pilot's Certificate or rating(s) held. At the successful conclusion of the course of training and examination, an appropriate endorsement will be entered into the individual's Flight Logbook; and appropriate training completion forms submitted for inclusion into the Yankee Air Museum Individual Training Records.

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

Reference Materials:

TM 55-1520-210-10, UH-1H Operator's Manual

TM 55-1520-210-10CL, UH-1H Checklist

TC 1-211, Aircrew Training Manual, Utility Helicopter, UH-1H/V Series

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Federal Aviation Administration Living History Flight Experience Exemption #18526

Segment	Hours
Flight Lesson 1	As Req
Normal Procedures:	
Preflight	
Starting	
Pre takeoff checks	
Vertical ascent to a hover	
Hovering flight (forward, rearward, sideward, and turns about a point)	
Vertical descents	
Normal takeoff and climb	
Straight and level flight	
Climbs, turns and descents	
Normal approach	
Crosswind operations and considerations	
Aircraft shutdown	
Postflight	
Performance Maneuvers	
Maximum performance takeoff	
Steep approach	
Running landing	
Confined area operations	
Pinnacle approach and landing	
Slope operations	
Emergency Operations:	
Hydraulic failure	
Emergency governor procedures	
Tail rotor malfunctions	
Electrical malfunctions	
Straight-in standard autorotation	
180-degree autorotation	
Hovering autorotation	

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Chapter 15 – HUEY FLIGHT TRAINING SEGMENTS

Flight Lesson 2

AS Req

Written Test Review (optional)

Oral Testing per appropriate ACS and regulations

Practical Flight Test

All areas passed and paperwork complete

Individual Training Events/Titles Cited throughout this section per TC 1-211, Aircrew Training Manual, Utility Helicopter, UH-1H/V Series are as indicated below:

Tasks:

1000	Participate in a crew mission brief	1066	Perform running landing
1002	Conduct a passenger briefing	1070	Respond to emergencies
1004	Plan a visual rules flight	1072	Simulated engine failure in a hover
1011	Determine aircraft performance	1074	Simulated engine failure in cruise flt
1012	Verify aircraft weight and balance	1076	Hydraulic out procedures
1016	Perform internal load operation	1082	Perform autorotation
1020	Prepare aircraft for mission	1102	Manual fuel operation
1022	Perform preflight inspection	1182	Perform unusual attitude recovery
1024	Perform before engine start thru shutdown	1184	Respond to inadvertent IMC
1026	Perform airspace surveillance	1190	Perform hand and arm signals
1028	Perform hover power check	1194	Perform refueling operation
1030	Perform hover OGE check	1262	Participate in a crew-level after action review
1032	Perform radio communication procedures	1321	Perform simulated anti-torque fixed-pitch setting
1038	Perform hovering flight	1323	Perform hovering autorotation
1040	Perform VMC takeoff	1335	Perform turning autorotation
1044	Navigate by pilotage and dead reckoning	2090	Perform landing area recon for max gross weight landing
1048	Perform fuel management procedures	1062	Perform slope operations
1052	Perform VMC flight maneuvers	2095	Perform simulated max gross weight Takeoff
1058	Perform VMC approach	2125	Perform pinnacle/ridgeline operation
2093	Perform simulated max gross weight landing		

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Chapter 16– TRIMOTOR TRAINING CURRICULUMS

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Chapter 17– TRIMOTOR GROUND TRAINING SEGMENTS

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Chapter 18– TRIMOTOR FLIGHT TRAINING SEGMENTS

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Chapter 19 – CABIN CREW CURRICULUM SEGMENTS

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B.	CABIN CREW TRAINING.....	3-2

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Chapter 19 – CABIN CREW CURRICULUM SEGMENTS

A. APPLICABILITY

The YAM training program mandates the training specified in these special curriculum segments. It is not a universal requirement for all crewmembers. The requirement for Cabin Crew training is stated therein, along with an outline of ground and hands on training phases. The qualification requirements are also included.

B. INITIAL TRAINING CABIN CREW CURRICULUM

Required for all YAM flight crewmembers selected for Cabin Crew duties.

Prerequisites: As stated in the General Operations Manual.

Objective: To qualify Level 1 and Level 2 Cabin Crew Members in the YAM Aircraft

Segment Level 1 CCM	Hours 4.0
Normal Procedures	Hours NSR
Ground Operations	Hours NSR
Passenger Operations	Hours NSR
Miscellaneous	Hours NSR
Abnormal and Emergency Procedures	Hours NSR
Ground Operations	Hours NSR
Qualification and completion of YAM Form 100A.	
Segment Level 2 CCM	Hours 4.0
Level 1 segments plus flight experience	Complete
Qualification and completion of YAM Form 100A	
CRM	1
SMS	1
Aircraft hands -on Training	As Req
Qualification Requirement	Observation by Cabin Crew instructor ⁵

⁵ Recommend Cabin Crew trainee for initial qualification as documented on YAM TM-10xx

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Chapter 19 – CABIN CREW CURRICULUM SEGMENTS

2. RECURRENT TRAINING Cabin Crew

PIC, SIC CC Curriculum

Prerequisites: Currently qualified as Cabin Crew

Objective: To maintain currency in accordance with latest LHFE Exemption

Segment	Hours 2.0
General subjects	Hours NSR
SMS	Hours NSR
CRM	Hours NSR
General Emergency Training & Drills, Recurrent	Hours NSR
Recurrent Requirement	Observation by Cabin Crew instructor ⁶
As outlined in attached YAM Form 100A	

⁶ Recommend Cabin Crew trainee for continued qualification as documented on YAM TM-10xxv

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Chapter 19 – CABIN CREW CURRICULUM SEGMENTS

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Chapter 20 – CABIN CREW GROUND TRAINING SEGMENTS

CHAPTER 20 - INDEX

SECTION	SUBJECT	PAGE
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A.	CABIN CREW TRAINING, INITIAL.....	20-2
B.	CABIN CREW TRAINING, RECURRENT	20-7

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Chapter 20 – CABIN CREW GROUND TRAINING SEGMENTS

A. B-17 CABIN GROUND TRAINING LEVEL 1, INITIAL HOURS 2.0

OBJECTIVE

To give students initial knowledge of Cabin Crew Duties and Responsibility

- | | | |
|----|--|-----------|
| 1. | PREFLIGHT INSPECTION | Hours NSR |
| | a. Check for damage | |
| | b. Emergency tools | |
| | c. Passenger material | |
| | d. Cabin preparation | |
| 2. | FUEL, OIL, HYDRAULIC, FIRE BOTTLE CHECKS | Hours NSR |
| | a. Fuel | |
| | b. Oil | |
| | c. Turbo Oil (B-17 only) | |
| | d. Engine start procedures | |
| | e. Ramp/taxi safety awareness | |
| | f. Ground hand signals | |
| | g. Tailwheel lock lever operations (C-47/B-17 only) | |
| 3. | PASSENGER OPERATIONS | Hours NSR |
| | a. Normal passenger briefings | |
| | b. Hot turn passenger briefings | |
| | c. Passenger movement in the cabin | |
| | d. Passenger protocol | |
| | e. Seating | |
| | g. Seatbelt use | |
| 4. | FLIGHT OPERATIONS | Hours NSR |
| | a. Engine and fuel controls – Function and operation | |
| | b. Engine instrument monitoring/Awareness | |
| | c. Cowl flaps | |
| 5. | MISCELLANEOUS | Hours NSR |
| | a. Safety Management Systems | |
| | b. Hazard Identification Report Form (HIR) | |
| | c. Flight Incident Report Form (FIR) | |
| | d. Flight log completion | |
| | e. Flight ops website review | |
| | f. Crew coordination/Checklist monitoring \ | |

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Chapter 20 – CABIN CREW GROUND TRAINING SEGMENTS

- g. Hands-on role of flight crew chief
- h. Headset procedures
- i. Other

- | | | |
|----|--|-----------|
| 6. | ABNORMAL AND EMERGENCY PROCEDURES AIRBORNE | Hours NSR |
| | a. Review abnormal procedures checklists | |
| | b. Cabin smoke fire | |
| | c. Fire extinguishers | |
| | d. Hijacking | |
| | e. First Aid kit location | |
| | f. Incapacitated passenger | |
| | g. Incapacitated crewmember | |

- | | | |
|----|--|-----------|
| 7. | ABNORMAL AND EMERGENCY PROCEDURES GROUND | Hours NSR |
| | a. Fire on engine start procedures | |
| | b. Emergency Evacuation -pre-planned/unplanned | |
| | c. Emergency evacuation routes | |
| | d. Oil servicing | |
| | e. Limitations | |

- | | | |
|----|--------------------------------|-----------|
| B. | CABIN CREW TRAINING, RECURRENT | HOURS 1.0 |
|----|--------------------------------|-----------|

OBJECTIVE

Refresh Cabin Crew qualified students' knowledge of Cabin Crew Duties and Responsibility

- | | | |
|----|---|-----------|
| 1. | PREFLIGHT INSPECTION | Hours NSR |
| | a. Check for damage | |
| | b. Emergency tools | |
| | c. Passenger material | |
| | d. Cabin preparation | |
| 2. | FUEL, OIL, HYDRAULIC, FIRE BOTTLE CHECKS | Hours NSR |
| | a. Fuel | |
| | b. Oil | |
| | c. Turbo Oil (B-17 only) | |
| | d. Engine start procedures | |
| | e. Ramp/taxi safety awareness | |
| | f. Ground hand signals | |
| | g. Tailwheel lock lever operations (C-47/B-17 only) | |

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Chapter 20 – CABIN CREW GROUND TRAINING SEGMENTS

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|----|--|-----------|
| 3. | PASSENGER OPERATIONS | Hours NSR |
| | a. Normal passenger briefings | |
| | b. Hot turn passenger briefings | |
| | c. Passenger movement in the cabin | |
| | d. Passenger protocol | |
| | e. Seating | |
| | g. Seatbelt use | |
| 4. | FLIGHT OPERATIONS | Hours NSR |
| | a. Engine and fuel controls – Function and operation | |
| | b. Engine instrument monitoring/Awareness | |
| | c. Cowl flaps | |
| 5. | MISCELLANEOUS | Hours NSR |
| | a. Safety Management Systems | |
| | b. Hazard Identification Report Form (HIR) | |
| | c. Flight Incident Report Form (FIR) | |
| | d. Flight log completion | |
| | e. Flight ops website review | |
| | f. Crew coordination/Checklist monitoring \ | |
| | g. Hands-on role of flight crew chief | |
| | h. Headset procedures | |
| | i. Other | |
| 6. | ABNORMAL AND EMERGENCY PROCEDURES AIRBORNE | Hours NSR |
| | a. Review abnormal procedures checklists | |
| | b. Cabin smoke fire | |
| | c. Fire extinguishers | |
| | d. Hijacking | |
| | e. First Aid kit location | |
| | f. Incapacitated passenger | |
| | g. Incapacitated crewmember | |
| 7. | ABNORMAL AND EMERGENCY PROCEDURES GROUND | Hours NSR |
| | a. Fire on engine start procedures | |
| | b. Emergency Evacuation -pre-planned/unplanned | |
| | c. Emergency evacuation routes | |
| | d. Oil servicing | |
| | e. Limitations | |

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

CHAPTER 21 - INDEX

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K.	HUEY CABIN CREW HANDS ON TRAINING INITIAL LEVEL ONE.....	21-9
L	HUEY CABIN CREW HANDS ON TRAINING INITIAL LVEL TWO.....	2-10
M.	HUEY CABIN CREW FLIGHT HANDS ON TRAINING, RECURRENT.	21-10
J		

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

A. CABIN TRAINING POLICIES

Cabin Crewmembers will report at least one-half hour prior to or sooner to allow adequate briefing time for scheduled Hands-on training

At the completion of hands-on training, the instructor will forward the appropriate paperwork to be reviewed by the Director of Training, afterwards to be inserted into the individual's training file.

The grading criteria for flight training or checking will be as follows:

1. Satisfactory S
Indicates that the performance of the trainee is proper, timely and safe and would meet or exceed standards for crewmembers acting in the same capacity.
2. Unsatisfactory U
Indicates that the performance level of the trainee does not meet minimum standards for proper, timely or safe execution of the maneuver or procedure.
3. Waived..... W
Indicates that the maneuver or procedure may be waived as determined by the instructor
4. Incomplete I
An incomplete indicates that the maneuver or procedure had been practiced in training, but that satisfactory performance has not yet been achieved.

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

B. B-17 INITIAL CABIN CREW LEVEL ONE TRAINING

Hours as Required

CCT Period No. 1

1. Ground Operations

- a. Fire on Engine Start
- b. Awareness during taxi operations
- c. Ground Hand Signals
- d. Sterile Cockpit rules
- e. Crew coordination
- f. Checklist Monitoring
- g. Ramp Area Safety Check

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin
- c. Passenger Protocol

3. Miscellaneous

- a. Safety Management System
- b. Hazard Forms and reports (FIR/HIR)
- c. Flight Log Competition.
- d. White Book content and location
- e. Flight Ops web site review

4. Airborne Operations

- a. Cabin Fire
- b. Cockpit Fire
- c. Nose Compartment Fire
- d. Emergency Checklist coordination
- e. Incapacitated Crewmember
- f. Incapacitated Passenger
- g. Hijacking
- f. Brake's check

5. Ground Operations

- a. Emergency Evacuation

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

C. INITIAL B-17 CABIN CREW LEVEL TWO TRAINING

Hours as Required

CCT Period No. 2

1. Ground Operations

- a. Preflight Operations
- b. Blue Checklist
- c. Start Procedures

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin

3. Flight Operations

- a. Engine Controls Function and Operations
- b. Headset Procedures
- c. Crew Coordination
- d. Checklist Monitoring

4. Miscellaneous

- c. Flight Log Competition.
- d. White Book content and location

5. Airborne Operations

- a. Fuel Transfer Operations
- b. Emergency Gear Extension
- c. Cabin Fire
- d. Cockpit Fire
- e. Nose Compartment Fire
- f. Emergency Checklist coordination
- g. First Aid Kit Locations
- h. Ball Turret Jettison Procedures

6. Ground Operations

- a. Emergency Evacuation

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

D. RECURRENT B-17 CABIN CREW LEVEL ONE AND TWO TRAINING Hours as Req
Training as necessary to review Cabin Crew Member Level One and Two Proficiency.

Competition of YAM Form

E B-25 INITIAL CABIN CREW LEVEL ONE TRAINING Hours as Required

CCT Period No. 1

1. Ground Operations

- a. Fire on Engine Start
- b. Awareness during taxi operations
- c. Ground Hand Signals
- d. Ramp Area Safety Check
- e. Sterile Cockpit rules
- f. Crew coordination
- g. Checklist Monitoring

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin
- c. Passenger Protocol

3. Miscellaneous

- a. Safety Management System
- b. Hazard Forms and reports (FIR/HIR)
- c. Flight Log Competition.
- d. Flight Ops web site review

4. Airborne Operations

- a. Cabin Fire
- b. Cockpit Fire
- c. Nose Compartment Fire
- d. Emergency Checklist coordination
- e. Hijacking
- f. Incapacitated Crewmember
- g. Incapacitated Passenger
- h. Hijacking

5. Ground Operations

- a. Emergency Evacuation

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

F. INITIAL B-25 CABIN CREW LEVEL TWO TRAINING

Hours as Required

CCT Period No. 2

1. Ground Operations

- a. Preflight Operations
- b. Blue Checklist
- c. Start Procedures

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin

3. Flight Operations

- a. Engine Controls Function and Operations
- b. Headset Procedures
- c. Crew Coordination
- d. Checklist Monitoring

4. Miscellaneous

- a. Safety Management System
- b. Hazard Forms and reports (FIR/HIR)
- c. Flight Log Competition.
- d. Flight Ops web site review

5. Airborne Operations

- a. Emergency Gear Extension
- b. Cabin Fire
- c. Cockpit Fire
- d. Nose Compartment Fire
- e. Emergency Checklist coordination
- f. First Aid Kit Locations

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

G. RECURRENT B-25 CABIN CREW LEVEL ONE AND TWO TRAINING Hours as Req
Training as necessary to review Cabin Crew Member Level One and Two Proficiency.

Competition of YAM Form

H C-47 INITIAL CABIN CREW LEVEL ONE TRAINING Hours as Required

CCT Period No. 1

1. Ground Operations

- a. Fire on Engine Start
- b. Awareness during taxi operations
- c. Ground Hand Signals
- d. Ramp Area Safety Check
- e. Sterile Cockpit rules
- f. Crew coordination
- g. Checklist Monitoring

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin
- c. Passenger Protocol

3. Miscellaneous

- a. Safety Management System
- b. Hazard Forms and reports (FIR/HIR)
- c. Flight Log Competition.
- d. Flight Ops web site review
- e. Drug Testing Program not applicable to Cabin Crew

4. Airborne Operations

- a. Cabin Fire
- b. Cockpit Fire
- c. Hijacking
- d. Emergency Checklist coordination
- e. Incapacitated Crewmember
- f. Incapacitated Passenger

5. Ground Operations

- a. Emergency Evacuation

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

I. INITIAL C-47 CABIN CREW LEVEL TWO TRAINING

Hours as Required

CCT Period No. 2

1. Ground Operations

- a. Preflight Operations
- b. Fuel and Oil Tank Checks
- c. Start Procedures

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin

3. Flight Operations

- a. Engine Controls Function and Operations
- b. Headset Procedures
- c. Engine Instrument Monitoring/Awareness
- d. Crew Coordination
- e. Checklist Monitoring

4. Miscellaneous

- a. Flight Log Competition.
- b. Flight Ops web site review

5. Airborne Operations

- b. Emergency Gear Extension
- c. Cabin Fire
- d. Cockpit Fire
- f. Emergency Checklist coordination
- g. First Aid Kit Locations

J. RECURRENT C-47 CABIN CREW LEVEL ONE AND TWO TRAINING Hours as Req

Training as necessary to review Cabin Crew Member Level One and Two Proficiency.

Competition of YAM Form

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

K HUEY CABIN CREW LEVEL ONE TRAINING

Hours as Required

CCT Period No. 1

1. Ground Operations

- a. Crew coordination
- b. Checklist Monitoring
- b. Awareness during hover taxi operations
- c. Hand and arm signals
- d. Landing Zone/Staging area Safety Check
- e. Sterile Cockpit rules

2. Passenger Operations

- a. Normal Passenger Briefing
- b. Passenger Movement in Cabin
- c. Passenger Protocol

3. Miscellaneous

- a. Safety Management System
- b. Hazard Forms and reports (FIR/HIR)
- c. Flight Log Competition.
- d. Flight Ops web site review
- e. Written Examination

4. Airborne Operations

- a. Cabin/Cockpit Fire
- b. Fire during start
- c. Emergency Checklist coordination
- d. First Aid Kit Location
- e. Incapacitated Crewmember
- f. Incapacitated Passenger
- g. Hijacking

5. Ground Operations

- a. Emergency Evacuation

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Chapter 21 – CABIN CREW GROUND TRAINING SEGMENTS

L. INITIAL HUEY CABIN CREW LEVEL TWO TRAINING

Hours as Required

CCT Period No. 2

1. Ground Operations

- a. Preflight Operations
- b. Fuel and Oil Tank Checks
- c. Start Procedures

2. Flight Operations

- a. Headset Procedures
- b. Engine Instrument Monitoring/Awareness

3 Miscellaneous

- a. Flight Log Competition.

5. Airborne Operations

- a First Aid Kit Locations

M. RECURRENT HUEY CABIN CREW LEVEL ONE AND TWO TRAINING Hours as Req Training as necessary to review Cabin Crew Member Level One and Two Proficiency.

Competition of YAM Form

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Chapter 22 – TRAINING AND CHECKING FORMS

Refer to the YAM GOM Appendixes for current Training and Checking Forms pages 90.1.2 through 90.1.9

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Chapter 22 – TRAINING AND CHECKING FORMS

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Chapter 23 – AIRCRAFT INSTRUCTORS and CHECK AIRMAN

Aircraft Name		Designation
B-17	Gene Wedekemper	B-27 PPE
B-25	William Clark	B-25 DPE
C-47	Ralph Hotton	C-47 PPE
C-47	William Clark	C-47 PPE
Huey	James Wise	Rotor CFI

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Chapter 23 – AIRCRAFT INSTRUCTORS and CHECK AIRMAN

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